PUBLISHED MONTHLY PRICE ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways; Steam Boats, and Daks, Places of Interest—Inland and along the Coast, Postal and Telegraphic Information, &c., &c.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

The Bombay Gazette.

No. 53,512—NEW SERIES. BOMBAY :—WEDNESDAY, JUNE 14, 1905. PRICE 4 ANNAS.

BRANCH OF THE ROYAL ASIATIC SOCIETY.

Milkmaid BRAND Milk
LARGEST SALE in the WORLD.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

LIST OF DEPARTURES FROM BOMBAY

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing, 1905. Saturday. 2 P.M.	Steamer.	Tons.	Connecting at Aden with.	Tons
17th June	PENINSULAR..	5294	INDIA	7911
24th ,,	EGYPT.....	7912	.....	.....
1st July	ARCADIA.....	6003	BRITANNIA	6525
8th ,,	CALEDONIA ..	7553	.....	.....
15th ,,	PENINSULAR...	5294	MONGOLIA	9505
22nd ,,	ARCADIA.....	6803	.....	.....
29th ,,	ORIENTAL.....	5281	MARMORA	10509
5th Aug.	ARABIA	7993	.....	.....
12th ,,	PENINSULAR..	5294	CHINA	7912
19th ,,	PERSIA	7951	.....	.....
26th ,,	ORIENTAL	5281	MOLDAVIA.....	9500
2nd Sept.	EGYPT	7912	.....	.....
9th ,,	PENINSULAR...	5294	MACEDONIA ...	10512
16th ,,	CALEDONIA ...	7553	.....	.....
23rd ,,	ORIENTAL	5281	VICTORIA	9500
30th ,,	MALTA	9004	.....	.....

The above Steamers convey Passengers to Marseilles, Plymouth and London.
Passengers for Brindisi tranship to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and **CABIN BAGGAGE** before 9 A.M. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination.

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All Passengers must attend at that place between 12 and 12-30 o'clock P.M. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

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The Company's Steamers leave Bombay fortnightly usually on TUESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms.

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FRANK RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 30th May, 1905.

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Vessels.	Tons.	Captains.	To Sail on THURSDAY.
AUSTRALIEN	6,635	Verron	15th June 1905.
VILLE de la CIOTAT ...	6,620	Etienne.....	13th July 1905
YARRA.....	4,255	Sellier	10th Aug. 1905.

INTERCHANGEABLE TICKETS

RETURN TICKETS can be made available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares.

TO AUSTRALIA DIRECT,
AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessel.	Tons.	Captain.	To Sail on or about
NERA	5,877	Schmitz.....	24th June 1905,
DUMBEA	5,915	Boyer	22nd July ,,

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R. RUBATTINO....	4,680	... ...	15th July 1905.
D. BALDUINO	4,580	G. Canepa.....	13th Aug. 1905.

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	1st Class.	2nd Class.	3rd Class
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ISCHIA	6,000	Cogliolo.....	17th June 1905.
CAPRI.....	6,000	G. Belaito	17th July 1905.

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FOR EAST AFRICA.

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FOR COAST PORTS AND CALCUTTA.

S. S. "SIRSA," 2,610 tons, on or about 23rd June.

MACKINNON MACKENZIE & CO., Agents
Bombay, 13th June, 1905.

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Steamer.	Captain.	Tons	To sail on
IMPERATOR...	F. Mosca.....	4,119	1st Oct. 1905.

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Takes Passengers to East African ports with transhipment at Aden.

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Steamer.	Captain.	Tons.	To sail on or about.
FRANZ FERDINAND,	C. Matcovich.....	6,056	20th July 1905.
† NIPPON	L. Spich	6,316	27th ,, ,,
* CHINA	S. Tomanovich....	6,000	26th Aug. 1905

† Will call at Fiume. * Will call at Karachi.

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MAY 1st 1905.

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Class.	Steamer.	Tons.	Commander	Sailing from Liverpool.	Due at Port Said about.	Due Bombay about.	Leave Bombay.
				1905	1905	1905	1905
B A	City of Agra	4803	*Brown	5th May	20th My	2nd Jun.	16th Jun
	City of Vienna ...	467	Morrison	26th ,,	7th Jun.	20th ,,	25th ,,
B B	Merton Hall ...	4331	Prowse	9th Jun.	22nd ,,	6th July.	11th Jul.
	Aston Hall.	3627	*M'Fee	24th ,,	7th July	21st ,,	28th ,,

Steamers marked * have no Electric Light.

All the A class Steamers carry Surgeon and Stewardess and are fitted with Electric Fans and Light.

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THE

INDIAN TRAVELLERS' GUIDE

FOR JUNE, 1905.
SPECIAL TIME AND FARE TABLES
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VOCAL AND INSTRUMENTAL

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ON FRIDAY NEXT, June 16th, at 9 P. M.

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A specially Selected Company of first class artistes has been engaged, and a Special Orchestra.

The Hall, which is the finest Concert Room in Bombay, will be elaborately decorated for the occasion, and kept delightfully cool by Electric Punkahs.

A SPECIAL COMPLIMENTARY SUPPER

Will be served on the Glass Verandah during the evening.

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CARRIAGES AT 11-30 P.M.

TICKET

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TAJ MAHAL HOTEL.

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	Rs.	As.
No. 1 Flor de Gorey in box of 50	1	12
No. 1 Gorey's Bouquet in box of 50	1	12
No. 1 Gorey's Torpedo in box of 50..	1	8
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ALSO ALWAYS IN STOCK

OAKES and Co.'s, SPENCER and Co's and MacDOWELL and Co.'s Mild Cigars.

Price list on application.

Up-country orders per V. P. P.

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NEXT TO STOVE DEPOT.

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SUBSCRIBED CAPITAL	Yen	24,000,000
PAID-UP CAPITAL	"	18,000,000
ORDINARY RESERVE FUND	"	9,720,000
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PUBLIC NOTIFICATIONS.

GREAT INDIAN PENINSULA RAILWAY.

"STANDARD" TIME, which is 5½ HOURS in ADVANCE of GREENWICH TIME and 9 MINUTES in ADVANCE of MADRAS TIME, will be ADOPTED at all Stations and Offices throughout the G. I. P. Railway after midnight on the 30th June, 1905.

A. MUIRHEAD, General Traffic Manager.

Bombay, 12th June, 1905.

NOTICE.

TENDERS are invited for ADAPTING COMPANY'S BUNGALOW, on the Hill side for Judge's Residence, at Karwar, in the Kanara District," and will be received at Karwar by the Executive Engineer, Kanara, up to 2 P. M., on 10th July, 1905. Contract papers can be seen in the Under signed's Office at Karwar, and Tender Forms can be had from the same Office on payment of Rs. 3 only, during Office hours.

G. V. GAYATONDE, L. C. E. Executive Engineer, Kanara.

NOTICE.

CAPTAIN G. H. FARRELL, M.R. C.V.S., (Lond.), Watson's Annexe, Bombay, will be glad to select Racers, Polo Ponies, Chargers, Hacks, Carriage Horses, etc., for Up-country or Local Purchasers. All animals will be thoroughly examined as to soundness before purchase. Captain Farrell has had the unique advantage of having examined over 60,000 Russian Cobs which were shipped to South Africa during the Boer War and moreover to have been associated for upwards of 15 years with the late Mr. Ali Abdoolah, who was recognised to be one of the best, if not the best judge in India of Arab Horses, and he feels sure that anyone entrusting him with a commission for the purchase of any class of animal will be well pleased with the result.

Captain FARRELL confines himself solely to Professional work and has no connection whatever with any commission stables nor does he do any dealing in horses.

THOS. COOK AND SON.,

BANKERS AND AGENTS,

BOMBAY, CALCUTTA, RANGOON

Current and Deposit Accounts opened Pay and Pensions collected.

Drafts and Cable Transfers issued.

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Insurances effected; Premiums paid.

Agency Business undertaken.

Rules of Business on application.

THE WESTERN INDIA MOTOR COMPANY, LD.

RAMPART ROW,

(Next P. & O. OFFICE),

FORT, BOMBAY.

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PETROL and CAR Accessories on SALE.

INSPECTION INVITED.

SALES BY AUCTION.

BENNETT AND COMPANY, No. 22, APOLLO STREET.

AUCTION SALE OF BUILDING MATERIALS.

Under instructions from the Bombay Improvement Trust Messrs. BENNETT & Co. will, TO-MORROW, THURSDAY, the 15th instant, at 4 p. m., sell by Public Auction on the premises, the whole of the building materials of House Nos. 17 and 19, Chandanwadi.

AUCTION SALE OF AUSTRIAN SUGAR.

TO-MORROW, THURSDAY, the 15 instant, at 2 p. m., Messrs BENNETT and Co., will sell by Public Auction, at D Shed, Princes Dock on account of the underwriters, S Z F 250 bags of Austrian sugar slightly damaged by acid. A deposit of 25 per cent will be required at the time of sale.

On SATURDAY, the 17th instant at 3 p m, Messrs BENNETT and Co, will sell by Public Auction at their Rooms a quantity of grey and coloured piece goods etc

AT 1-30 P.M.

1 handsome strong second hand victoria in very good order.
1 handsome strong glass fronted miniature brougham in very good order.
1 handsome strong palanquin office shigram in very good order.
1 Bay Arab quiet in harness and saddle.
1 Grey pony quiet in harness.

Under instructions from the Bombay Improvement Trusts Messrs. BENNETT & Co. will on MONDAY, the 19th instant, at 3 p m sell by Public Auction, at the junction of Northbrook Street and Falkland Road, the right of temporary occupation of the Vacant Lands Case No. 130, Street No. 97 Ward No. 7715 at 3-30 p m, at the junction of Parel and Memonwda Road Case No 257, Street No. 357, Ward No. 22 0 and at 4 p. m at Memonwada Road Case No 291, Street No 316 and Ward No 253).

For further particulars apply to the Undersigned.

AUCTION SALE OF BUILDING MATERIALS.

On TUESDAY the 20th instant at 4 p m, Messrs BENNETT and Co will sell by Public Auction at Petit Hall Malabar Hill, on account of the concerned a large quantity of building material consisting of scantlings doors, windows, rafters, beams, tiles railings and other miscellaneous articles, etc in small lots to suit the requirements of purchasers.

The above will be on view two days before the sale

AUCTION SALE OF UNCLAIMED GOODS, SWEEPINGS, &c., AT THE G. I. P. RAILWAY WARI BUNDER GOODS DEPOT.

In accordance with Section 55 and 55 of the Railway Act IX of 1890, and under instructions from the G. I. P. Railway Company, Messrs. BENNETT and Co will sell by Public Auction at the abovementioned place on FRIDAY, the 30th instant, at 2 p. m. quantity of unclaimed goods, grain and seeds in bags cotton seeds in bags, hurra in bags of ground nut seed, bales of cotton, marble stones boxes of writing papers bags of dry chillies, bundles of dates and grocery cotton and waste cotton in bundles of waste paper and records and other miscellaneous articles &c,

BENNETT & CO.

Bombay, 14th June, 1905.

MENESSE AND COMPANY, No. 35, HUMMUM STREET.

AUCTION SALE OF BUILDING MATERIALS OF BUILDINGS AT LOHAR CHAWL STREET AND CHANDANWADI.

Under instructions from the Bombay Improvement Trust Messrs. MENESSE & Co. will sell by Public Auction on the premises THIS DAY, WEDNESDAY, the 14th instant, at 3-30 p. m., the materials for removal of the following buildings:—

All the materials of Houses Street Nos. 238,242, 1-2, 3-4, in Lohar Chawl and Street Nos. 90 and 53 in Chandanwadi.

For further particulars and conditions of sale apply to the Undersigned.

AUCTION SALE OF GOODS DAMAGED BY FIRE AND WATER.

THIS DAY, WEDNESDAY, the 14th instant, at 2 p.m., Messrs. MENESSE & Co are instructed to sell by Public Auction in old No. 10, Unclaimed Warehouse, Victoria, Dock, on account of the concerned—

5 bales grey drills damaged by fire and water.

AUCTION SALE OF GOODS DAMAGED BY FIRE AND WATER.

TO-MORROW, THURSDAY, the 15th instant, at 3 p.m., Messrs. MENESSE & Co. will sell by Public Auction at their rooms on account of the concerned the following goods damaged by fire and water:—

21 cases India rubber canvas shoes,

MENESSE & Co.,

Bombay, 14th June, 1905.

DEWJEE CANJEE & Co.—Teakwood and Blackwood Plain and Inlaid Furniture of English Design, all made to Order.—Chaudis No. 6,

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Only Advertisements for Clerks, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this Column.

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CORPORATED BY ROYAL CHARTER.

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RESERVE FUND	£875,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000

HEAD OFFICE:

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Capital paid up	Gold $3,250,000; 00
Reserve Fund and Undivided Profits	Gold $3,288,424; 51

LONDON OFFICE: Threadneedle House, Bishopgate Str. Within, E.C.

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Bombay,	Manila,	Singapore,
Calcutta,	City of Mexico,	San Francisco,
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Paid up Capital	$ 100,00,000
Sterling Reserve Fund	$ 100,00,000
Silver Reserve Fund	$ 8,000,000
Reserve Liability of Proprietors	$ 100,00,000

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J. R. M. SMITH, Chief Manager.

London Bankers.—LONDON AND COUNTY BANKING COMPANY Ld.,

LONDON COMMITTEE.

SIR THOS. JACKSON, BART., Chairman.
CARL MEYER, Esq., (Director, National Bank Egypt)
WM. GAIR RATHBONE, Esq., (Director, Peninsular and Oriental Steam Navigation Co.)
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BOMBAY AGENCY.

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SUBSCRIBED CAPITAL	£1,125,000
PAID UP CAPITAL	£562,500
RESERVE LIABILITY OF SHAREHOLDERS	£562,500
RESERVE FUNDS	£110,000

HEAD OFFICE:

40, Threadneedle Street, London, E. C.

LONDON BANKERS:

The Bank of England.

The London Joint Stock Bank.

BRANCHES AND AGENCIES:

BOMBAY, KURRACHEE, CALCUTTA, MADRAS, COLOMBO, KANDY, GALLE, SINGAPORE, HONGKONG and SHANGHAI.

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The Bank receives Deposits on the following terms:—

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Interest allowed at 2 per cent. on the daily balance if not under Rs. 1,000 and not exceeding Rs. 1,01,000. Sums over Rs. 10,00,000 will be received on terms to be ascertained on application.

FIXED DEPOSITS.

Rates for Fixed deposits for 12 months and shorter period to be ascertained on application.

The Bank undertakes the purchase and sale of Government Securities, Stocks and Shares, and receives same for safe custody, realising interest and dividends when due.

JAMES MURDOCH, Manager.

Esplanade Road, Bombay.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL	£1,200,000
PAID-UP CAPITAL	£600,000
RESERVE FUND	£500,000

HEAD OFFICE:

17, BISHOPSGATE STREET WITHIN LONDON, E.C

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Lahore,	Bombay,	Colombo,	Zanzibar.
Amritsar,	Madras,	Mandalay,	Mombasa,
Kurrachee,	Rangoon,	Newera Eliya,	Nairobi.
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The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.

CURRENT DEPOSIT ACCOUNTS are opened for approved Customers, and Interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 100,000, but no Interest is allowed when the sum accrued does not amount to Rs. 10 half-yearly.

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The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares, and receives same for safe custody realising Interest and Dividends when due.

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HARRY S. JOHNSTON, Acting Manager.

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Hope for the Old Folks.

A man of 82 permanently Cured of advanced Urinary Disorders.

10, South Everard Street,
King's Lynn, England,
5th October, 1903.

"Gentlemen,—Father thought you would like to have his photograph to use in one of your books. I am very glad I can tell you that he is still enjoying the best of health, although it was some months ago that Doan's Backache Kidney Pills cured his kidney disorder. He is 82 years of age, and we have all been astonished at his keeping so well, especially when we remember that he spent so many pounds on doctor's fees without getting any benefit. His photo, which I send you, was taken a few years ago, but he looks as young to-day, thanks to Doan's kidney medicine, which seems to have given him a new lease of life. Faithfully yours, Miss BEAR."

Mr. Bear.
(From a Photo.)

The following letter gives the history of Mr. Bear's case. To elderly people it must come as welcome news indeed, for it proves that no one is too old to be cured of kidney disease by Doan's Backache Kidney Pills.

"My health seemed to be giving way after I passed my 50th birthday. I was often taken with chilly sensations; my body used to shake violently, and I came over cold from head to foot.

"It was just at this time that I first noticed trouble with the urine. This got worse quickly, and I had to see the doctor. He did all he could, but it was in vain, and as last he had to use instruments to take the water from me. The good I received, however, did not last long, although the trouble took a different form—I could not hold my water at all.

"Your Doan Backache Kidney Pills, I am truly thankful to say, have brought me real relief at last, although I had suffered for 30 years before I began with the medicine. It at once acted on the urine, giving me better control after the first box of the pills was finished. I am now quite free from any sign of bladder trouble. I do not get the old attacks of chilliness and shaking, and, strange though it may seem, it is true that I am enjoying better health to-day than ever since I was 50 years of age.

"I am telling you of my cure because I am sure there are many elderly people who suffer as I used to, and have got the idea into their heads that they are too old to be cured. I hope my experience will lead them to try your medicine, and I wish them the happy result that I have had."

A sample box of this medicine will be sent free on application to FOSTER-McCLELLAN Co., 8, Wells Street, Oxford Street, London.

ACORIDINE

THE INFALLIBLE INDIGESTION CURE.

EXPERIENCE SPEAKS THUS:

I have derived much benefit by the use of your Acoridine, please send me two more bottles.
MRS. B.

My long standing Dyspepsia yielded to the regular use of your Acoridine.
D. D. A.

PREPARED ONLY BY

BEYNON & CO.,

MANUFACTURING CHEMISTS, DRUGGISTS AND GENERAL MERCHANTS,
55, ESPLANADE ROAD, FORT,
AND
52, WALKESHWAR ROAD,
MALABAR HILL, BOMBAY.

THIRTY LESSONS IN HINDUSTANI

BY MR. T. A. NAJM

WITH important Rules on Grammar and idiom explained, and illustrated by sentences in daily use. Could be learnt WITHOUT ANY HELP. A companion for beginners and a help to advanced students.

PRICE Rs. 2.

In Bombay can be had of ARMY and NAVY CO-OPERATIVE SOCIETY, THACKER and Co., A. J. COMBRIDGE and Co., D. B. TARAPOREWALLA SONS and Co., WHITEAWAY LAIDLAW and Co., Mrs. RADHABAI ATMARAM, and Mr. T. A. NAJM, ANJUMANI ISLAM, Bombay, and in Calcutta of THACKER SPINK and Co.

COMMERCIAL INTELLIGENCE

LONDON, JUNE 12.

Liverpool and London closed for Whitsuntide Holiday.

Receipts at U S Ports	12,000	bales
Do last year	2,300	do
Exports to Great Britain	.....	
Do do Continent	26,000	do
IN NEW YORK—		
Spot	870	unchanged
Futures, month of July	8'17	do a
Do do. December	8'43 — 2	b

a Tended to advance owing to reports of Crop damage.
b Tended to decline owing to selling encouraged by weakness New Orleans.

IN NEW ORLEANS—		
Spot	8 1/2	unchanged
Futures, month of Sept	8·25 — 9	
Do. Dec	8·29 — 9	
Tone at close	steady	
Coffee in New York	7 3/4	unchanged
Silver in New York	38 1/2	do
Demand Bills	1'87	do

Arrivals of Cotton, Wheat and Seeds into Bombay, for the 48 hours ending at 6 p. m., on Monday, 12th June 1905 :—

Cotton	11,139	bales.
Wheat	47,550	cwts.
Linseed	16,579	do
Rape, Rai and Mustard	5,536	do
Gingelly seed	347	do
Poppyseed	3,672	do
Groundnuts	360	do
Castorseed	3,927	do
Rice	4,236	do
Myrabollams	357	do
Cottonseed	17,297	do
Mowraseed	129	do
Grum	5,162	do
Joowar	5,111	do
Maize	54	

BOMBAY, JUNE 13.

EXCHANGE—Tone steady.

Bank T. T.	...	...	...	1s. 4d.
Bank Demand	...	...	...	1s. 4 1-32d.
Credit Bills 3 Months Sight			D.A.	1s. 4 5-32d.
Do. 6	do.	do.	...	1s. 4 1-4d.
French Francs 3	do.	do.	...	109 3-4
Marcks 3	do.	do.	...	133 to 133 1-4
Hongkong 30	Days Sight		...	137
Shanghai 30	do.	do.	...	191 1-2
Japan 30	do.	do.	...	149

GOVERNMENT PAPER.—3 1/2 per cent. Tone quiet.

Cash	...	...	98'7
1st Settlement	...	...	98'6

Money Market. Tone quiet.

BANK RATE—

Bank of England since	9th March	2 1-2	per cent.
Bank of Bombay	do.	14th April 5	do.
Bank of Bengal	do.	27th April 4	do.
Bank of Madras	do.	1st June 5	do.

SEEDS AND WHEATS.—Market closed on account of holiday. Rates unchanged and nominal. No business.

LIVERPOOL OPENING TELEGRAM.

Tone—Easier.

Estimated sales	8,000 bales
Imports	19,000 "

May-June	June-July	July. Aug
4'51	4'54	4'54
—6	—6	
Aug.-Sept.	Sept.-Oct.	Oct.-Nov.
4'51	4'51	4'51
—6	—6	—6
Nov-Dec.	Dec-Jan.	Jan-Feb. Feb March.
4'51	4'53	4'56 4'57
—6	—6	—6 —6

COTTON.—The market is quiet, and unchanged. Sellers are more prepared to meet buyers, but the demand all round is limited.

The "Satta" market opened at Rs. 234. For Good Broach and Rs. 183 for Fully Good Bengals, and owing to the absence of sellers was steady during the day. On receipt of the Liverpool opened the rates fell Re. 1 Other descriptions of New Crop are practically unchanged.

Official quotations of the Bombay Cotton Trade Association, Limited :—

Bengal, H.-G. (Ry. terms)	...	...	...	175	166 ...
Bengals M. G. (Ry. terms)	..	...	...	188	175 ...
Sind-Punjab (M.-G.)	...	...	...	185	175 ...
Oomrawutte (descriptions) M.-G.			...	192	185 ...
Khandeish, (M.-G.)	...	...	...	183	177
Julgaum (M.-G.)	...	...	...	185	179
Khamgaum, fair staple (M.-G.)					
Karanja do. (M.-G.)				193	186 ...
Akola do. (M.-G.)					
Oomra good staple (M.-G.)	...	...	...	196	...
Dhamongaum Poolgaum (M.-G.)			...	198	192 ...
Nagpur Kamptee (M.-G.)	...	...	...	201	195 ...
Broach (M.-G.)	...	...	...	216	212 ...
Bhownugger (M.-G.)	...	...	...	198	191 ...
Do (H.-G.)	...	...	...	195	188 180
Dharwar (S.-G.)	...	...	...	...	... 213
Westerns	...	...	...	...	... 193

LIVERPOOL COTTON MARKET.

MESSRS. TATA AND SONS' Liverpool friends writing us on the 24th May, report on the state of the Cotton Market on their side as follows:—The reaction which we predicted on the 10th inst. only amounted to about 8 points, whereas we expected 14 or 15 points. It therefore hardly went far enough to be of much use to our friends. The fact is the market has been kept in a constant state of anxiety regarding the progress of the new crop. The clearing weather we were able to report in our last letter was unfortunately only of very short duration. Since then veritable downpours of rain have taken place practically all over the cotton belt, which have further retarded the crop. The delay is, in fact begining to become serious, especially in the Gulf States. Even in the Atlantic States, in consequence of the moist and forcing weather, many complaints are heard about rank growth of grass. It would be hardly correct to generalize the whole of Texas as hopelessly bad. There are sections where the rainfall has been more moderate, and there excellent stands are said to have been attained. It is well to note that ever since the 1st of March, with the exception of a few days around the full moon last month when there is always frost danger, the temperature has been in excess of the normal, in many districts to the extent of 3 to 4 degrees on an average during the entire period of 90 days. This combined with ample moisture, has caused some excellent stands, not only in Texas, but also in the other Gulf States and the Atlantic States. On the whole however, the prospects are of course not good. The plant, where well developed, has had no need so far to strike a deep tap root, and would not be able to withstand a prolonged dry period later on. As regards the acreage question every body is eagerly awaiting the pronouncement of the Agricultural Bureau on the 2nd prox. Our New Orleans friends cable that they expect it to show 12 per cent. reduction, whereas a New York friend expects 15 per cent. But of course this is all guesswork. Trade in Lancashire continues on an eminently satisfactory basis. In their quarterly report the committee of the Amalgamated Association of Operative Cotton Spinners say that the past three months prosper is without precedent for more than 20 years. For the first 4 months of this year the difference between Middling, and 32 twist yarn has averaged 3'47d. per lb, which is more than 1-2d, over last year. Thanks to the handsome profits being realised, accumulated adverse balances of recent bad seasons are being rapidly swept away. Taking it all round, the industrial situation, with few exceptions, being most satisfactory, and consumption probably increasing by leaps and bounds, we do not see any immediate chance of a decline unless there should be a very decided and maintained improvement in the crop prospects. It may be that the Government Bureau report will give more light. In the meantime we should rather buy than sell, particularly when the opportunity to do so in a fair market presents itself.

Options :—A-S single 0'18d., double 0'36d.
O-N single 0'23d., double 0'46d.
G-F single 0'29d., double 0'58d.
M-A single 0'34d., double 0'68d.

SHIPPING INTELLIGENCE.

THE steamer Sagu, 699 tons, Captain A Moe, sailed yesterday for Bangkok, in ballast.

THE steamer Florican 2381 tons, Captain A Work, sailed yesterday for Calcutta in ballast.

THE B I S N Co's steamer Muttra, 2983 tons, Captain C P Seddon, will sail to-day for Calcutta with ballast.

THE steamer Vimeira, 1744 tons, Captain C Howat, sailed yesterday for Kobe via Pattoorin, with a general cargo.

THE steamer Secunder, 1073 tons, Captain C W Brebner, sailed yesterday for Mauritius, with a general cargo and 40 deck passengers.

THE B I S N Co's steamer Satara, 3402 tons, Captain J M Tyrrell, arrived in harbour on Monday evening from Calcutta 1st June, with a cargo of coal and 12 deck passengers.

THE steamer Ville de Tamatave, 2393 tons, Captain Peancellier, arrived in harbour yesterday from Havre 1st March via Madagascar, Mauritius, &c, with a cargo of sugar and 43 deck passengers.

THE B I S N Co's steamer Nerbudda, 1960 tons, Captain H Manley, will sail to-day for Zanzibar, &c, with a general cargo and Mr J R de Concereao, Mr G P Andrew, Mr Isher Singh and 65 deck.

THE steamer Hild, 719 tons, Captain C Salvisen, arrived in harbour yesterday from Bangkok 27th May with a cargo of timber. During the voyage spoke the steamship Erne, of London, on the 1st June in latitude 6° longitude 95° 15, bound from Calcutta to Liverpool, all well.

DEPARTURE OF THE CHINA AND AUSTRALIAN MAILS.

THE P and O S N Co's steamer Chusan, 5852 tons, Captain H W Kerrick, sailed yesterday for Shanghai via intermediate ports, with China and Australian mails, a general cargo and the following passengers :—For Colombo :—Mrs P K Mistry, Mr J E Lall, Mr J H Adams, Lieut C C Campbell and two Deck. For Penang—Mr Lakhai. For Shanghai—Mr Kaliram.

ARRIVALS.

June	Vessel.	Commander.	From.
12	Satara s	Tyrrell	Calcutta, June 1
13	Ville de Tamatave	Peancellier	Havre, March 1

DEPARTURES.

June	Vessel.	Commander.	Destination.
13	Florican s	Work	Calcutta
	Secunder s	Brebner	Mauritius
	Sagu s	Moe	Bangkok
	Vimeira s	Howat	Kobe
	Hemade s	Trouson	Persian Gulf

The following vessels obtained their port clearances yesterday :—

Steamer Nerbudda, Manley, for Zanzibar, &c
" Muttra, Seddon, for Calcutta

The following vessels began to load yesterday :—

Steamer Australian, for Marseilles
" Southgate, for Trieste, &c
" Werdenfels, for Hamburg via Karachi

CALCUTTA.

ARRIVALS.

June	Vessels	Names.	From
10	Shahzada	J M Thomson	Moulmein
	Strathmore	H King	Point de Galle
	India	F Toonie	Disabled
	Florida	W E Mathews	Madras
	Huceros	J Johnston	Beira
	Monsoons	J Hamach	Aden
	Pentekota	D T Macdonald	Rangoon
	Lawada	C E Hodgson	Bombay

DEPARTURES.

	Khedoung	W B Murison	Rangoon
	Pachumba	L B Clarke	Chittagong
11	Kum San	E J Butler	Hongkong
	Dunrobin	M H Ransom	Chidalore
	Uganda	F R G Cunningham	Bombay
	Folgate	G H Cheshire	Karrachee
12	Afghan	W E Dexter	Colombo
	Alala	J Farmer	Colombo
	Egremont Castle	J Moodie	Hongkong
11	Bihara	E Foster	Rangoon
12	Mozaffari	T L Molony	Red Sea

BOMBAY VOLUNTEER RIFLES.

REGIMENTAL ORDERS BY LIEUT-COL E. FERRERS NICHOLSON, V. D, COMMANDING.

Bombay, June 14, 1905.

1 Extract from Brigade Orders dated 13th June 1905 is published information.

2 to 23—Furlough and Leave—Divisional Order 376 of the 10th June is republished for information :—

Captain G D Price, 1st Batte West Yorkshire Regiment, Adjutant Bombay Volunteer Rifles, is granted leave on Medical Certificate in India from 5th May to 4th September 1905.

2 Captain A R Sharp takes over the duties of Acting Adjutant during the absence of Captain and Adjutant G D Price, with effect from the 5th May 1905.

By Order,
A R. SHARP, Captain,
Actg. Adjutant B. V. R.

THE United States have now on their markets a writing machine which differs from all others in this that the paper need not be laid on a roller. It can write on a horizontally placed sheet of paper, or on a bound book or anything of the kind, as easily as the human hand can. This great convenience has gained for the new type-writer a place in many large public and private offices. It can moreover do everything that has been hitherto expected of the old form of type-writer. It will be a welcome import for India. The simpler the machinery the better for all Indian manipulators.

HOW TO KEEP COOL.

All who suffer from the heat should add a few drops of Condy's Fluid to the Daily Bath.

A Condy's Fluid Bath imparts a delightful sensation of Coolness, Freshness and Purity. It invigorates the body and braces the nerves. The strengthening effect Is Simply Magical.

Condy's Fluid is sold by all Chemists. Beware of substitutes, all of which are inferior in composition and strength. Insist on having "Condy's Fluid."

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATHS and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2 for six lines or less, and 8 as. for every additional lines. CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

DEATHS.

LAW—June 4, at Solon, George Law, Honorary Surgeon, retired, aged 79 years.

MILLS-WINCKLER—June 4, at Nandyal, after a very short illness, Ida Rose, the dearly-loved wife of Herbert Mills Winckler, and youngest daughter of S Hillman, of Essex, aged 28.

IN THE EVENT OF SLUGGISH LIVER

Gout, Gravel, Constipation or any disease caused by uratic deposits

KEMP'S LITHOSAL,

taken in hot water upon rising in the morning will remove all dangerous urates from the system gently, gradually, but certainly.

It is especially efficacious in cases of Corpulency, the diminution in weight being accomplished without loss of strength or other ill-effect.

Price Rs. 2 per bottle.

KEMP & CO., LD.,

THE BOMBAY CHEMISTS,

BOMBAY.

TO-DAY.

Sun rises, 5h. 23m, Sun sets 6h. 37m, High water, 9-1m., 8 51s, Low water 2-24m. 2-55s,
Municipal Standing Committee, 3-30 p.m.
Tapti Mills Company, extraordinary general meeting, 3 p.m.
Bombay Chamber of Commerce, special general meeting, 3 p.m.
Association Football: York Regiment vs. Parel Gymkhana.

M. N. PETIT'S CHARITABLE DISPENSARY.—The total number of patients, treated during the last month, was 5,040, the daily average being 162. The total of new patients, was 593.

HOUSE-BREAKING AND THEFT.—Morarji Indarji, a worshipper in the Chimanlal Maharaj Temple at Bhuleshwar, has reported to the police that his room in a chawl at the back of the temple was broken into, some time during Sunday night, and gold and silver ornaments of the collective value of Rs. 1 350 were stolen.

POSTAL NOTICE.—A mail for Egypt and Europe consisting of letters and packets specially marked for transmission per Messageries Maritimes s. s. Australian will be made up at the Bombay General Post Office for despatch to destination at 9 a. m. to-morrow. Letters &c., for Aden will also be despatched by this steamer.

BOMBAY HIGH COURT.—The High Court re-opened yesterday, on the termination of the summer vacation, The Hon. Mr. Justice Tyebji and the Hon. Mr. Justice Batchelor sat in the two division courts on the Original Side, while on the Appellate Side, the Chief Justice and the Hon. Mr. Justice Batty presided in one division court and the Hon. Mr. Justice Russell and the Hon. Mr. Justice Chandavarkar in the other.

SUIT ON A PROMISSORY NOTE.—Yesterday at the High Court, the Hon. Mr. Justice Batchelor heard a suit brought by Vishnu Hari Barve against Captain R. L. Benwell, in which the plaintiff claimed to recover Rs. 3 082 due on a promissory note. Mr. D. B. Binning, instructed by Messrs. Sassoon, Byrne and Noble, appeared for the plaintiff. The defendant did not appear. The plaintiff had advanced money to the defendant on a promissory note. The claim was proved; and his lordship gave a decree for the plaintiff for the amount claimed, with interest and costs.

MUSIC AT THE COOPERAGE.—By kind permission of Lt.-Colonel S. J. Sarjant and the officers of 1st, Batt. the G.I.P. Ry. Vol., Band will play the following programme of music under the direction of Mr. A. Mallandaine, Bandmaster, commencing at 5-45 p. m. to-day :—

Polka	Friendship	A Muth
Overture	Fra Diavolo	Auber
Selection	I Lamoardi	Verdi
Valse	Andalusische Leibestrauma	Freedwam
Selection	A Gaiety Girl	S Jones
Galop	Champagne	O Schirbel

THE MAHIM MURDER.—At the Morgue, yesterday, Mr. P. Byrne, Coroner for Bombay, concluded the adjourned inquiry regarding the death of Mariambai, a Mahomedan woman, aged about forty, who was murdered by her husband Mahomed Joomabhoy at the Mahim Station on the 6th instant. The circumstances under which the murder was committed, have been reported. The husband suspected the wife of being on very intimate terms with one Mahomed Moosa and seeing her in company of the man at the Mahim Station on the day in question, he flew into a rage and stabbed her with a clasp knife, inflicting several serious wounds, which resulted in her death the next day. After some further evidence was recorded, the jury returned a verdict of culpable homicide not amounting to murder against Mahomed Moosa.

RESCUING A PRISONER.—Before Mr. J. W. S. Dracup, at the Mazagon Police Court yesterday, Inspector Paterson charged Ambia Gainoo, a Hindu, with attempting to rescue one Shivshunker Gopalji, from lawful custody. The evidence showed that on Sunday morning last, J. D. Fonseca, a bailiff of the Bombay Small Causes Court, arrested Shivshunker, on a warrant at Girgaum Back Road. Shivshunker attempted to run away, but he was secured by the bailiff with the assistance of a police sepoy. The accused then came up, caught hold of the bailiff by his hand and attempted the release Shivshunker from his custody. The Marwari, at whose instance Shivshunker was arrested, remonstrated with the accused, when the latter let go the bailiff and turned upon the Marwari and assaulted him. Another policeman in the meantime came up and arrested the accused. It was stated that the accused was under the influence of liquor at the time and taking that fact into consideration his Worship let him go with a fine of Rs. 30.

THE PUNJAB EARTHQUAKE FUND.

The following further subscriptions to the Punjab Earthquake Relief Fund have been received by the Bank of Bombay :—

	Rs.	a.	p.
Amount already acknowledged	63,988	8	6
Goculdas Dossa	51	0	0
B. G. Desai	15	0	0
Total	64,054	8	6

FLORILINE.—For the Teeth and Breath.—A few drops of the liquid Floriline sprinkled on a wet toothbrush produces a pleasant lather, which thoroughly cleanses the teeth from all parasites or impurities, hardens the gums, prevents tartar, stops decay, gives to the teeth a peculiar pearly whiteness and a delightful fragrance to the breath. It removes all unpleasant odour arising from decayed teeth or tobacco smoke. The Fragrant Floriline being composed in parts of Honey and Sweet Herbs, is delicious to the taste, and the greatest toilet discovery of the age. Of all Chemists and Perfumers. Wholesale Depot 33, Farringdon Road, London, England.

THE MHOWRA BILL.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I never dreamt that the Honble Sir James Monteath would venture to bring in a bill for imposing restrictions on Mhowra flowers for all the pressure that might be brought to bear on him by the liquor farmers.

This oppressive measure has a curious history of its own. When Sir (then Mr.) Charles Prichard was Abkari Commissioner, during the administration of Sir James Fergusson, a Mhowra Bill intended to apply to the whole of the Bombay Presidency was introduced in the Legislative Council. At that time all the native unofficial members of the Council were, without any exception, Government nominees. All of them, as also the European representative of the Chamber of Commerce, with the late Sir Jamsetjee Jeejeebhoy, 3rd Bart. in the van, most vigorously opposed the measure; at present no one is living except Justice Tyebjee, but it was carried by the votes of the official majority. The bill thus passed was subsequently vetoed by the then Viceroy Lord Ripon. Thereafter, the Bombay Government backed by the same official majority passed another bill, applicable to the whole of the Thana and a part of the Colaba districts; but that bill fared no better than its predecessor at the hands of the same Viceroy.

During Lord Reay's administration, Sir Charles Prichard did not venture to bring in another bill of this nature; but in the regime of Lord Harris, when Sir Charles Prichard was the Revenue Councillor, he brought in the same bill again. Grown wise by previous discomfitures, he took care however to ask beforehand the assent of the Viceroy, who agreed to give it his assent, provided the bill was unanimously carried through the Council. The father of this obnoxious and oppressive measure had therefore to put himself to the trouble of canvassing the votes of the native unofficial members who were all Government nominees as before. One of them was the late Hon'ble Mr. Nusserwanjee Wadia, who, recording to what he himself subsequently told me, had promised Sir Charles Prichard "for his sake" to support the bill. The late Hon. Mr. Nilkunt did the same. He told the same to a Parsee gentleman, who still commands respect among all the communities of Bombay. On this occasion I saw Mr. Wadia several times at his request, handed over to him several papers for perusal, and told him that no doubt there was illicit distillation going on, but that was due to the indiscreet policy of the Government in keeping up the corrupt farming system and in imposing restrictions on toddy. For instance, if no relief be given to a famine stricken villager, he had no other alternative than to perish like a dog or become a dacoit. To get additional first hand information, Mr. Wadia went to Thana being a stranger taking with him Khan Bahadur Bomanji Byramji Patel, J. P. When the bill subsequently came into the Council, Mr. Wadia did not oppose it as a whole, but opposed some of the clauses. To the best of my memory, the above is a correct version of what took place at the time.

Now, with due deference to the Hon'ble Sir James Monteath, may I beg leave to ask him if, before bringing in the present bill in the Legislative Council, he had made inquiries in the following directions :—

Firstly, what steps, if any, have been taken by the Bombay Government to check illicit distillation, as has been done in Bengal, (as will be seen from the following extract from a letter from the Board of Revenue, reviewing the administration of the Excise Department in the Lower Provinces of Bengal during the year 1901-1902).

"In respect of the offence of illicit distillation the district of the Sonthal Purganas stands first in the province, and the noticeable increase in the number of person, arrested on the charge during the year, 705 as against 271 in 1900-1901—formed the subject of special inquiry. The Board were of opinion that some excess of zeal had been shown in the institution of the prosecutions and that one main cause of the prevalence of illicit practice lay in the fact that the 'price of licit' liquor was beyond the means of the ordinary consumer. The chief remedy proposed was a reduction in the license fees on the shops, which it was hoped would induce a corresponding decrease in the price of liquor, and this was accepted by Government."

Secondly, does the 'Kusur' system still exist in the Surat district, where it was introduced by the late Mr. Dubash, the father of the present contractors, as soon as he got the liquor farm in 1883-84? What the 'Kusur' system is, has been explained as follows by Sir A. C. Trevor, late Abkari Commissioner, in one of his Administration Reports. He says,

"The arrangement between the farms and the shop-keeper under the system being that the latter instead of receiving any wages or commission, pays the farmer the full nominal price for the spirits supplied to his shop, and from two annas to a rupee a gallon over, defrays all charges and makes his profit as he can out of his customers by deducting the liquor, giving short measures and other devices."

Thirdly, do the Abkari farmers supply to the purchasers liquor of the same constant strength, viz., 25° under proof according to the agreement with the Government? I have been led to frame this question from the fact that the late Mr. Dubash had not done so, as will be seen from the following analysis made at the request of the Collector of Surat, by the Government Analyzer of two samples (marked respectively A. and B.) of the liquor sold at the shops of this contractor.

Distillation results :	A—29·7	per cent. under proof,
	B—31·0	"
Extract	A—0·83	"
	B—0·18	"

These samples were not procured from the rural shops, but from two of the shops in the city of Surat and were purchased jointly by the representatives of the Collector and the Surat Sabha, sealed by the Collector and forwarded to the Government Analyser.

Now the contractor is bound by the terms of his contract with the Government to sell 25° under proof liquor and when it was found on analysis that it was weaker, no notice was taken of it by the Collector or anybody else. Could favouritism be carried farther?

Fourthly, the Government fix the price at which the liquor is to be sold by the farmer. Is it quite in keeping with the instructions of the Secretary of State and those of the Government of India laid down in the following despatches?

The second para in the despatch of the Secretary of State to the Indian Government, dated 19th April, 1888, says :—

"That the tax on spirits and liquors should be as high as may be possible without giving rise to illicit methods of making and selling liquors."

The Government of India, in their letter No. 5151, dated 7th October 1889, from the Department of Finance and Commerce, to the Government of Bombay, stated in para 8 :—

"In Bombay it is abundantly clear that even where the amount at which the rate of taxation is raised falls appreciably short of the tariff rate, the prevention of illicit practices becomes impossible. The history of the Thana and Colaba experiment affords a practical illustration of the difficulties which must be encountered when attempts are made to raise the rate of duty above that which prevails at present."

From the above facts it will be clearly seen that the mere possession of Mhowra flowers does not "tempt" people to illicit distillation; but that there are other causes that "drive" the people to it. Once let those causes be removed, and there will practically be no illicit distillation to complain of, and in consequence no necessity of any Mhowra bill at all.—Yours &c.,

P. B. DANTRA.

PRINCE ARISUGAWA, who is making a round of visits among the crowned heads of Europe, is forty-four years of age, and was entirely educated in England. He is an Admiral in the Japanese navy, and took part in the war between China and Japan. The Arisugawa family is one of the noblest in the Empire of the Rising Sun. In case of failure of an heir in direct line of the reigning family a member of the Arisugawa branch would mount the Japanese throne. The goal of the prince's journey was Berlin where he arrived on the 6th June to be present at the marriage of the Crown Prince. After a stay of fifteen days in Paris, in strict incognito, the Prince will go to London where, says the "Memorial Diplomatique," he will be the guest of King Edward VII, who has placed a suite in St. James's Palace at his disposal.

THE QUEEN'S ROAD AGITATION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The "Queen's Road Scandal" seems to be agitating your estimable contemporary a great deal, but there is really no occasion for it to distress itself. There is but one solution of the difficulty and that is to wipe out the railway at one fell swoop and to provide flying machines for those who have previously had to depend on it to get them from place to place. At first blush this may seem ridiculous, but at the present rate of progress—I believe the question of the sea face has been on the boards a few years now—flying machines will be quite common by the time the matter is definitely settled.—Yours, etc.

JUGGINS.

II.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—It is very surprising to find lately that the Government of Bombay does not seem to be in the good graces of your contemporary. Only a short time ago the editor found fault with the Government taking their seat at Mahableshwar and Poona during certain periods of the year, now he seems to find fault with the same Government for their wisely sanctioning the continuance of the stations to the south of the Grant Road. Simply to gratify the wishes of a very small portion of the community who have to move in fashionable carriages between the Fort and Malabar Hill, your contemporary at the great inconvenience and annoyance of a numerically large number of the people advocates staunchly the removal of the stations. There could be no question that the stations between Grant Road and Colaba were very useful to the people, even long before the advent of the Plague in Bombay, but since then their importance to the poor has greatly increased. If the facilities afforded by these stations were not existing, what would have been the state of Bombay after the plague had broken out, and could there be any chance of minimising the congestion of Bombay to which is chiefly attributed the continuance of the Plague? I assure you, sir, the poor classes and the middle are thankful to you, and they believe you have not lost a single moment in rendering them yeoman service by pleading on their behalf. It is well known that another journal has been straining all its nerves to induce Government to alter the resolution they have arrived at after mature consideration. I think it is high time that the different public bodies of Bombay, such as the Presidency Association, the Corn Trade and the Oilseeds and the Piece Goods Association and other like bodies should take this question up at once before their opponents succeed in inducing Government to meet their views. It should be very carefully impressed upon the mind of the Government that the agitation about the removal of these stations is only from a handful of people. I have no doubt, if a representation is suitably made and in time, Government will see no reason to alter their resolution, but will adhere to it and thus confer a lasting boon upon a large number of the inhabitants of this city. I find the advocates for the removal of the Stations between Grant Road and Colaba seem to base their advocacy on the Electric Trams that may shortly be introduced in Bombay. There is no guarantee that the trams will be able to meet the demands of the passengers that enable them to reach Grant Road in time to catch trains. There is no doubt your contemporary seems to be ignorant of the fact that even with about two hundred trams at present flying in Bombay, there is at certain hours of the day such a struggle to secure seats and many have to wait on the road for a long time. All those who seem to rely upon the facilities that might be afforded by tram cars may be asked to watch, any evening, between the King's Scandal and the Victoria Terminus the great rush that is made to get seats in the cars. Passengers are found many times standing in large numbers on foot-boards, and many more have to wait disappointedly for an indefinite length of time for another car. Even supposing there would be sufficient number of cars to meet the demand of passengers what about the heavy luggage that the poor railway passengers carry on their backs? If, as is suggested, the Stations are removed, the poor passengers will have to carry all the heavy load all the way from Fort to Grant Road and vice versa. I once more pray that Government will for the sake of the poor people of Bombay stubbornly adhere to their resolution and for the sake of their comfort and convenience not allow an insignificant few small number to gratify a vain desire at the expense of the poor.—Yours etc.

M. B.

A TRUST DEED DECLARED VOID AND INOPERATIVE.

SIR LAWRENCE JENKINS, Chief Justice, and the Hon. Mr. Justice Batty heard at the High Court yesterday an appeal from a judgment of Mr. Justice Russell in the case of Kursondas Vussonji and Morarji Vussonji against Bai Moolibai widow of Ghellabhai Vussonji and another, Mr. Bhandarkar and Mr. Vaidya, instructed by Mr. Hiralal Dayabhai, appeared for Bai Moolibai, appellant and original defendant No. 2. The Hon. Mr. Raikes and Mr. Davar, instructed by Messrs. Matubhai, Jamiatram, and Madon, appeared for the plaintiff and respondents.

The plaintiffs' case was that their grandfather Dossa Nathoo died in 1804, leaving movable and immovable property in Bombay, and leaving him surviving two sons Moolji and Vussonji his only heirs. On the death of their father, they divided the property left by him among themselves and separated. They had a step brother named Ghella; and their father, Vussonji Dossa, had divided his property in three equal shares, and invested two out of three shares in immovable property for the benefit of plaintiffs and their mother who was then alive. The share of Ghella, which was separated, came to about Rs. 7,000. At the time of the division, Ghella was living with his maternal uncle, the first defendant, who purchased a house situated in Bapu Khote Street. In order to secure the house to Ghella and his wife, certain persons were constituted trustees and simultaneously with the execution of the conveyance of the house in their name, they executed what purported to be a trust deed, dated 10th December 1895. The deed provided that, in default of a male child or children being born to Ghella, and upon the death of Ghella and his wife, the property shall revert and go to his heirs, executors, and administrators. Ghella died childless and intestate in May 1902. Previous to his death and subsequent to the execution of the trust deed, he had married a second wife, who did not take any interest under the deed. Both his wives survived him, but both of them re-married after his death. The other trustees of the settlement of 10th December 1895 were now dead, and the first defendant, Valabhdas Premji claimed to be the sole surviving trustee. The trust deed was never executed by Ghella and was not registered as regarded one of the trustees, and the plaintiffs charged that it was void and inoperative. The second defendant Moolibai having remarried, had it was contended, lost all interest in her late husband's property; and the plaintiffs claimed that they were entitled to the property of Ghella Vussonji, both under the trust deed and in view of the events that had happened. They had called upon the first defendant to give them possession of the house referred to, but he declined to do so without an order of the Court. They had inquired of the second defendant if she still claimed any interest in the property; and she had replied that she did not. The plaintiffs prayed that the trust deed be declared void and inoperative that the second defendant had no right or title to the house in question that the first defendant be ordered to transfer the house to plaintiffs and to account to them for the rents and profits, thereof.

Mr. Justice Russell gave judgment for the plaintiffs. Having regard to the fact that no valid trust had been created, that the defendants claimed under an invalid deed, and that defendant No. 2 had remarried, his lordship considered the argument addressed to him for defendant No. 2 as quite untenable. She had not counterclaimed for rents till her marriage, and had not proved the date of the marriage, nor was the date of Ghella's death proved by evidence. His lordship decided all the issues against the defendants, and passed a decree for the plaintiffs. It was argued for the appellant before their lordships that the judge was in error in holding that the trust of Rs. 5,000 was not validly created, or that it was void and inoperative; that he ought to have held that the second defendant did not lose her interest in the trust property by reason of her second marriage and that she was entitled to the income of the trust property from the death of her first husband, Ghella up to the time of her second marriage.

Counsel addressed the Court. Eventually, by consent, the property was ordered to be sold: costs of all parties to be paid in the first instance. The balance to be divided in two parts; one to go to the plaintiffs and respondents; the other to be invested and Moolibai, the appellant, to get interest on it for life, Plaintiffs to get the corpus on Moolibai's death.

THE WEATHER.

(BY TELEGRAPH.)

SIMLA, JUNE 13.

General rain has fallen in Burma, local rain in South-west Peninsula, and a few scattered showers in Assam. Bengal, Deccan, Mysore, Tavoy, report 4 inches of rain, Moulmein, Jalpaiguri, Dhubri, 3 inches, Yamethin 2 1/2 inches, Toungoo 2 inches, Mergui, Bassein, Diamond Island, Maymyo, Chittagong, Kurnool, Calicut 1 inch. Diminished general rain, may be expected in Burma and increased local rain in north and east Bengal. Rain is probable also in South-west peninsula and possible in Assam.

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NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns must be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

WEDNESDAY, JUNE 14, 1905.

MEDITATIONS AMONG THE TOMBS.

MR. J. J. COTTON, a Madras Civilian, has compiled a list of inscriptions on tombs or monuments in his presidency, which possess historical or archæological interest. It is a remarkable work though it is not the first of its kind. At the beginning of the last century an attempt to form a similar collection was made by William Urquhart. Two parts were published and it is believed that only two copies survive. The first of these bears an advertisement to the effect that "Volume II is preparing and will be put to press so soon as paper can be procured, at present there being none in Madras which could possibly answer the purpose." A third volume, which was promised, never made its appearance. Similar publications have, of course, appeared elsewhere and Mr. Cotton quotes one—the "Bengal Obituary" of 1848, the product of a firm of undertakers, who traced the origin of monuments to the Deluge, "when the rainbow was made or selected as a standing token." But few attempts have been made to preserve the memorials of the European dead in India. We are here a few years, our tomb-stones stand a few years above our heads; our friends go away and those who follow them are strangers who never knew us. So our gravestones are razed to the ground and there is no trace of us. Mr. Cotton's work will preserve the memory of many who have laboured in the Madras presidency. Within the last four years, as Mr. Cotton says in his preface, a systematic recension of inscriptions from European graveyards throughout India has taken place at the instance of the Secretary of State and lists have been published from every district in Madras. As Mr. Cotton observes, the history of old Madras is in no small measure written upon its tombstones. "As we travel down the centuries there are associations with many names that have won recognition at home." A descendant of Cromwell in the person of John Russell was president at Fort William in the days of Queen Anne; another, Nicholas Morse, ruled as Governor in Fort St. George, almost at the same time that Milton's grandson, Caleb Clarke, was parish clerk of St. Mary's, Madraspatam. "In the shadow of the towers of the High Court sleeps little David, the four-year old son of Elihu Yale His father is remembered as the founder of an enlightened university and forgotten as the Governor of a benighted presidency."

Then we find mention of Sir Henry Dawson, the Madras Chief Justice, to whom Thackeray dedicated "The Virginians," of a brother-in-law of Sir Walter Scott, of Heber, of Rebecca Darke, the grandmother of Julia, Lady Peel, wife of a Premier and mother of a Speaker of the House of Commons, a son-in-law of de Quincey, two of Addison's brothers, Dr. Leyden, Kitty Kirkpatrick "the "the heroine of one romance and the offspring of another." Included in the list are the tombs of Governors Morse, Ward, Adam, Lords Pigot and Hobart; Bishops Corrie, Dealtry and Caldwell; Missionaries, Swartz, Ziegenbalg, Noble and Beschi, artists, Colonel Swain Ward, Lieutenant Payne, and Casselli; Surgeons, Anderson Harris, Griffith and Pasley, As the oldest presidency, Mr. Cotton observes, Madras is exceptionally rich in memorials of other western nations than our own, though the Dutch are believed to have destroyed many moments in India as they did in Ceylon. Still we are told of all the European powers that held sway in India, none more genuinely felt and observed the the "culte des morts" than the Dutch. The Dutch stones were elaborately carved by masons who graduated in their profession before coming out to India and handed down much of their skill to Hindu craftsmen. No trace can now be found of any tombs to the pioneers of French enterprise in India, though a broken Tamil tablet in the precinct of St. Mary's, Madras, records the name of the Native Christian founder of the Pondichery Company. The only trace of a Frenchman of that period is Bussy's little-known grave opposite Pondichery Cathedral. Cemeteries contain traces of the Armenian trader settlers and of the Danish East India Company. The Hebrew Cemetery and the Beth-haim of the white Jews of Cochin preserve the epitaphs of another interesting community.

Of the literature of the tombstone Mr. Cotton gives us some excellent examples. "Do you ask, my masters, what is your profit and loss? You have gained sorrow, he has lost his life, but per contra, let him write 'death to me is gain'." One lady, we are told "died of pure sensibility." A young civilian fell a victim to the incautious use of castor-oil nuts. At Arnee two commanding officers departed this life most suddenly by reason of duels. At Negapatam lies a fond wife, "whose soul, perfect in all earthly ordained virtue, departed at the early call of its guardian author for its next assigned function in his Eternal Kingdom." At another place an eminent lady's smile is described as the beam of benevolence, her heart the soul of sympathy and the uniform complacency of her temper illumined her countenance with the blended ray of sensibility and virtue. There were numbers whose characters were irreproachable, blameless and unspotted and many charitable persons among them, the lessons of whose lives may, perhaps, not have been wholly lost. One of these "by dint of industry, judiciously applied with a due regard to honour and justice, raised or rather created from nothing a small fortune the greater part of which, by his own direction, has been applied since his death for the relief of the poor." There is a long inscription on the tomb of the missionary Swartz. For a period of fifty years, it is said, he "went about doing good, manifesting in respect to himself the most entire abstraction from temporal views, but embracing every opportunity of promoting both the temporal and eternal welfare of others. In him religion appeared not with a gloomy aspect, or forbidding mien, but with a graceful form and placid dignity." The East India Company, for him as for many another of its most faithful servants is "anxious to perpetuate the memory of such transcendent worth and gratefully sensible of the public benefits which resulted from its influence" caused the monument to be erected.

FASHION AND CRUEL PRACTICES.

WE see from the home papers received by last mail that a long step towards the extinction of an unsportsmanlike sport was made by the Hurlingham Club in deciding to have no more pigeon shooting. It may not be the most exalted way to stop cruelty by making people feel that it is not fashionabe, still it is sometimes a pretty effectual way, and if people's vices can only be attacked through their sillinesses, far better attack them that way than not at all. Any way pigeon shooting has always been regarded as a stain on the fair fame of English sportsmen, except by a small minority, and any action of the Hurlingham Club likely to lead to its total abolition must be viewed with pleasure. Another form of cruelty which we would like to see effectually suppressed is the bearing-rein on horses. The case against the bearing-rein, so far as serious evidence goes, is absolutely conclusive. The intense pain it inflicts on horses, the physical harm it causes, the degree in which it lessens their available strength, destroys their temper, impairs their power of avoiding accident—these things are now as much matters of scientific knowledge as it is that a horse need not be driven with a sharp thread tied tightly round its tongue. Still the practice persists, partly through pure ignorance, but more through the morbid notion that horses look "smarter" with their heads forced up into the air at an ugly angle than they do when the lines of the neck and the carriage of the head—which are some of the most beautiful things in nature—are left undeformed. The practice of using bearing-reins on horses in India, especially in the hot weather, amounts to nothing less than cruelty of the most barbarous description and we wonder that no serious attempt has ever been made to put a stop to it. If horses suffer through this form of torture in a temperate clime, how much greater are their sufferings in a tropical country? In England the Anti-Bearing-rein Association, which includes amongst its members a long list of personages of undeniable quality who will have no bearing-reins used on their horses, is doing good work and we should like to see a similar association established in India. A recent utterance of the Duke of Portland on the subject of bearing-reins is worth quoting:—"If I see horses approaching me with a cruel, tight bearing-rein, their heads hauled up to an unnatural height, I expect to find, and generally do, a very third-class looking coachman on the box, with a very fourth-class looking carriage, which is generally occupied by people of a vulgar type." This from the King's Master of the Horse should have something of the same benign effect as the reported determination of the Queen not to go to places where mained pigeons might fall into her lap.

THE SAMALKOT EXPERIMENTAL SUGAR FARM.

THE report on the work of the Samalkot experimental sugar farm for the year 1903-1904 shows that the most encouraging progress has been made, and that in contrast to the preceding season the year was exceptionally favourable to the growth of canes in the Godavari delta. The area under sugarcane was about 8 acres as compared with five in 1902-1903. The added three acres was new land, hastily acquired at the last moment because the area set apart for the experiments proved unsuitable in the preliminary growth of gram and sunn-hemp. Of the various canes chosen for comparative experiments the Yerra and Bonta came on well. The latter was subject to an extraordinary invasion of jackals, which, leaving the harder Yerra alone, sometimes ate out whole rows of Bonta. The constant complaints against jackals, coupled with the farm experience, during the last year, have led to some attention being devoted to the "jackal pest" Their mode of attack is peculiarly exasperating. They cut through the cane low down, chew a few inches and leave it to rot. Their fondness for some canes, such as Bonta and Valu, is most marked. But when these are not present, they will turn, perhaps unwillingly, but with greater determination, upon whatever canes may be had. A shikari or "jackal man" was entertained, but he did little good. For a large part of the first a "tom-tom" boy appeared regularly at sun-down, the period of greatest activity, and beat at intervals during the night. A permanent cooly was deputed to go the rounds constantly and scare the animals by shouting and throwing balls of clay into the bushes. A trap was laid, but, after the first kill, no other jackals went near it, although a wild cat was caught. In some parts the cane fields were enclosed with a thick hedge of thorny scrub branches. This had, however, the disadvantage of affording a safe retreat for the enemy. Other attempts to suppress the wily jackal proved equally unsuccessful. We note with some surprise that it never occurred to the farm officials to use dogs to check the depredations of jackals and wild cats. Pariah dogs can be very easily trained to hunt jackals at night, and we imagine that a dozen or so of trained dogs would have given better results than the permanent cooly for instance. There are several promising canes under observation, and it is proposed, if the results continue to be satisfactory, to distribute the white Mauritius this year. There are also two Vizianagram Mauritius varieties which are attracting attention, and at least one local kind. These will be studied and tested meanwhile for distribution among the ryots at a future date. There is in fact no reason why, for some time to come, a new cane may not be put upon the market each year, and this will be attempted.

MR. CUFFE MISREPORTED.

IN the report of the proceedings of the Bombay Municipal Corporation on Monday Mr. Cuffe is credited with the following:—"He saw alleged that morning by a local paper, the 'Bombay Gazette' that it was proposed to transfer the whole of the traffic of the suburbs to Grant Road. He had never seen such a proposal in print, and had never heard it mentioned. And he thought it was raising a false issue altogether to put forward such a statement for the benefit of the public." The "Bombay Gazette", it is needless to to say, never made any such statement. We felt sure that the above report did not faithfully reproduce Mr. Cuffe's observations and we are glad to find, on reference to that gentleman, that our surmise is correct.

HIS EXCELLENCY General Galhardo, Governor-General of Goa, arrived in Bombay yesterday from Goa by rail en route to Lisbon.

A NUMBER of tea planters in Assam are taking advantage of the increase in the price of rubber to plant out small areas on their estates with indigenous Assam rubber ("ficus elastica.")

TELEGRAPHIC rates to China via Bhamo have been reduced. From India from one rupee four annas to thirteen annas and from one rupee fourteen annas to one rupee two annas. For Telegrams to Port Arthur, Dalny and Talienvan instead of two rupees to one rupee four annas.

THE statement of traffic of the Ahmedabad-Dholka Railway, for the week ending 29th April, amounted to Rs. 2,338, being an increase on the corresponding week of last year of Rs. 107. Total earnings from 1st June to 29th April were Rs. 36,919, being an increase on the corresponding period of last year of Rs. 3,820.

THE statement of traffic of the Tapti-Valley Railway, for the week ending 29th April, amounted to Rs. 23,015, being an increase on the corresponding week of last year of Rs. 4,213. Total earnings from 1st January to 29th April were Rs. 3,59,832, being an increase on the corresponding period of last year of Rs. 84,309.

THE statement of traffic of the Ahmedabad-Prantij Railway, for the week ending 29th April, amounted to Rs. 4,065, being a decrease on the corresponding week of last year of Rs. 1,287. Total earnings from 1st January to 29th April, were Rs. 69,187, being an increase on the corresponding period of last year of Rs 1,549.

THE total number of deaths registered in Calcutta during the week ending 3rd June was 433 against 560 and 553 in the two preceding weeks, and lower than the corresponding week of last year by 2. There were 9 deaths from cholera, against 11 and 31 in the two preceding weeks; the number is lower than the average of the past quinquennium by 36. There were 84 deaths from plague, against 146 and 172 in the two preceding weeks. There were 2 deaths from small-pox during the week against 7 in the previous week. There were 8 deaths from tetanus against 13 in the previous week. The mortality from fevers and bowel-complaints amounted to 92 and 37, respectively, against 107 and 49 in the preceding week. The general death-rate of the week was 26·5 per mille per annum against 28·8 the mean of the last five years.

NEPAUL has latterly paid serious attention to the growing of jute, and will in a short time be an important competitor of the old jute districts in eastern Bengal.

THE construction of the shell of the cruiser "Agamemnon" has been begun on the Clyde. The armour plating of this vessel will be exceptionally strong and the distance her cannon will carry will exceed that of any guns at present made. The "Agamemnon." is the first man of war built according to the plans of Mr. Watts' director of naval constructions.

A DISCOVERY has been made, after fifteen years, experiments, by two English chemists, employes of the Mid Vale Company, of a method of casting steel, which is hard on the outside and soft inside. By this invention the cost of armour plating is considerably reduced. The process is still kept secret and only so much is known that it is by the use of a certain sort of sand that the end is attained.

THE Duke of the Abruzzi is very busy preparing for an exploring expedition into Central Africa. He intends to follow up and complete the researches and scientific studies of the travellers who have already explored these regions, in order to open up to European civilisation the heart of the Dark Continent. The expedition which will be of an entirely private character, will have no political end in view.

THE export of gold watches in Switzerland, according to the Austrian Consul at Geneva, which was valued at forty-six and a half million francs in 1903, increased by three and a half millions in 1904; silver watches rose in value by about 70,000 francs. Nickel watches by over two and a quarter million francs. Austria-Hungary alone imported in 1904 more than five and a half millions worth of gold, three and a half millions worth of silver, and one and a half millions worth of nickel watches.

THE Government at Ottawa has decided to deport, under the Alien Labour Law, eleven American railway employees who came to Canada upon the acquisition of the two Ontario lines by the Pere Marquette Railway. The mechanical employees will be deported at once, but the officials will be given a period of grace in order that the working of the railway may not be impeded. The report of Judge Winchester, who made the investigation, stated that Canadians found their position so uncomfortable that they were compelled to resign, whereupon the new management filled their places with Americans.

STAMP-COLLECTORS will be glad to learn that the Philippine Islands, which are at present using surcharged United States stamps, will enjoy from July 4 next a postal currency of their own. The designs will include the familiar figures of Washington, Franklin, and Lincoln. In addition there will appear portraits of McKinley, under whose presidency the islands were acquired; Magellan, their discoverer; Lagaspi, who first established civil government there; General Lawton, killed in battle in the islands; Admiral Sampson, distinguished in the Spanish war; and Carriedo, the philanthropist who provided Manila with its first water-supply.

IN the name of the Minister of the Interior, Gordon Bennett competitors are forbidden to practise on the Auvergne Circuit from June 2nd, which by a curious coincidence is the earliest moment at which the selected candidates in the Isle of Man Trials could reach France. The "road repairs" which the French Club uses as a cloak for this little bit of sharp practice have come at an opportune moment to block out the British competitors from going round the course, which is to be closed to cars, carriages, cycles, and all types of vehicles. Hence a British entrant who wants to familiarize himself with the course will have to go on foot. Meanwhile the French competitors know every blade of grass and road rut throughout the Circuit as a familiar friend. The German cars and competitors having been chosen without Eliminating Trials and have been bivouacing on the Auvergne course for the past two months.

THE PROBLEM OF THE EX-SOLDIER.

AN Ex-Non-Com discusses this question: The ticket-of-leave man is not more handicapped in his quest for work than is the ex-soldier. Even yet, in some minds, conviction of felony is intrinsically no worse than headlong enlistment into a voluntary army. The respect given the rules ed convict as a man is only slightly less, than that given the ex-soldier, but, as a useful member of society, he more often obtains greater regard. Such a statement may appear mere exaggeration; the experience of the writer during six months justifies it.

It may be said that the ticket-of-leave man's chances of obtaining work are only prejudiced (when he fails to conceal the fact) by his having been inside a prison; the soldier's, not only by reason of his service as a soldier (a more potent disadvantage, industrially,) but because of a conservative and conclusive distrust of him among employers of labour generally. Moreover, unflattering though it may be to national pride, voluntary service has the effect of denuding these latter of all sense of responsibility in respect to the ex soldier, sympathy for him might only exist were service universal. Dis-illusioned ex-soldiers will impress that latter fact on you bitterly. The ex-soldier is looked upon as the used-up creature of that army which is for ever in the stocks; the perpetual source of ridicule and of alleged ineptitude. Publicity, official and local, is his bane. In his inexperience, he gives out that he has been a soldier, though, his bearing may make the fact patent; he may even confidently flourish his illusory discharge certificates of character, but soon he will acquire an ingenuity greater than the ticket-of-leave man's in concealing the fact. It is not so with the sailor; the jolly creature of the remote and conveniently obscure first line, and of imagination, obtains, as handy man by instinct and by training, the regard he deserves.

It is a regrettable truth that employers have something on their side; the known effects which military life have on the earning capacity of the man make patriotism, in this age of hustling commercialism, an expensive, if not impossible, pursuit. Conservatism can never be broken down simply because the soldier, through no real fault of his, can never leave the army as fitted for any single branch of civil labour as when he joined it. This does not apply, of course, in quite the same degree to men discharged from those deparments of the Army, that is, Royal Engineers or Army Service Corps, which admit of men working normally at their trades though, competition apart, even their chances of ultimate civilian employment are seriously injured by the growth of specialisation in the labour world. But though the soldier in the other arms of the service may have worked during his military service at the occupation—whether clerking, tailoring, or shoemaking—which he followed prior to enlistment, he is in no degree improved therein, or kept in touch with progress in broader business paths. For he is confined to a cramping routine, and a style of work perhaps wholly foreign; initiative and resource have no outlet In that, as in his drill, he is the mere machine. The business manager does not exist to-day who can afford to employ a clerk inured to the close measurement of margins, study of the right sizes of foolscap, and colours of inks, pencil, and tapes, and a responsibility in correspondence rarely ranging beyond the numbering of minutes, or "noted and returned;" the tailor who has done nothing for seven years but alter tunics and sew on badges and buttons, can scarcely expect to be received with open arms by his civilian confreres. Further, the employed soldier is harassed by parades, kit inspections, and musketry; he is made to understand that he is primarily a soldier. He therefore performs merely what is expected of him, mechanically. Thus, re-entering civil life hopelessly behind-hand, he has to start low down; if he was a clerk he may have to accept work as a messenger. It will take time to convince him of that. How, then, will it fare with the man who, during his service, has lost all possible touch with his trade?

His general insouciance, not less than his training, makes him improvident of the future, in most cases it is not until he is again a civilian, and when his money is all but spent, that he looks around him for suitable work. The systematic stinting of the soldier's faculty of thinking for himself not only depreciates his value as a citizen in this progressive age, but leaves that ability impaired when he most needs it; his inclination for hard work is not increased by the proportionately vast amount of leisure he has enjoyed during service. He has developed a mathematical, stolid demeanour at the expense of native elasticity of intellect. There exist channels of labour where such qualities should have scope, but here the soldier has to compete with a preponderating civilian element who are on the spot.

So much for the materialistic case for the employers: the soldier's case is a moral and stronger one. His resentment on re-entering civil life, to find himself unneeded and distrusted, is justifiable. Altogether apart from the influence which the practical expression of that feeling has on recruiting, it is incontestable that every man who has voluntarily given up the best years of his life to military service has a moral right—when that service has left him deteriorated in labour value—to official help. In the main he merely needs guidance, and subsistence until he has obtained what he seeks. But in these respects practically nothing is done for him, from the moment he dons civilian garb he passes beyond the immediate official ken. The ex-soldier, born under an ordinary star, has no exuberant faith in the societies—mostly amorphous—which spasmodically raise a flutter on his behalf, and periodically publish inconclusive statistics; the extensive patronage accorded civil agencies is proof of this. He has now no welcome deferred pay to assist him, meagre pensions accrue to the patient few. It is former fact, added to the influx into civil life during the past few years of such a large number of immature, unskilled shortservice men which make the question more acute to-day.

But if the soldier has lost something by service it cannot be gainsaid that he has also acquired or developed qualities which are still of value in civil life. His ingrained habits of obedience, punctuality, and cleanliness, his wider experience of the world, his adaptability, and character consolidated in the merciless publicity of barrack-room life should make him an acceptable worker in any congruous sphere, experience should produce a hand at least equal to the many in practice. To ensure his having a trial, to sustain him until he has proved his worth and earned his place, those are the desiderata.

But under all circumstances the Government is primarily responsible for him, in its service alone has he come to need assistance, yet it is the Government which shows absolutely the worst example in this respect, as though it were acting up to a more exclusive knowledge of the detrimental effects of military service. The recent recruiting report contained striking testimony to this deplorable fact. Subsequently, the War Office has made attempts to provide employment for ex-soldiers but the question has yet to be tackled in a comprehensive and liberal spirit. The various Governmental channels for the utilisation of the services of such men are sufficiently obvious, the War Office is one of the largest employers labour, and of a kind which ex-soldiers are peculiarly fitted to perform, whilst the enternal machinery of large garrisons and regiments, the lower branches of the Civil Service, and their colonies, all offer ample scope for the exercise of the mature and specialised services of these men. But the most comprehensive and radical reform would be for Government to keep each soldier well in sight and issue, where necessary, a sustaining allowance, until work of some sort was obtained. Where the circumstances justified it the latter could subsequently be recovered from Reserve Pay, a close time limit should serve to cure inveterate shirkers. This should result conclusively in the removal of that menace to recruiting—unemployed ex-soldiers with time and inclination to devote to advertisement of the disadvantages of service.

ACCORDING to reports from Chiapas, Mexico, the experiments recently made at that point in the cultivation of mulberry trees have been eminently satisfactory, the growth of the trees in a year's time having been equal to that attained in Japan in three. Prominent Mexican capitalists are reported to be interested in the enterprise.

PEACE NEGOTIATIONS.

PLACE OF MEETING NOT SETTLED.

COUNCIL AT TOKIO.

FIGHTING IN MANCHURIA.

FURTHER JAPANESE ACTIVITY.

[THROUGH REUTER'S AGENCY.]

LONDON, JUNE 12.

A telegram from Washington says that after a conference between President Roosevelt and Acting Secretary of State, Taft, it was announced that in view of the situation disclosed in official advices received, the publication of the replies is withheld as President Roosevelt wishes first to transmit them formally to St. Petersburg and Tokio respectively. This will finish the preliminary negotiations and practically conclude America's work.

Russia and Japan, it is then expected, will arrange an armistice followed by a meeting of representatives at a place suggested by Japan at which Japan's terms will be stated and transmitted directly to the Tsar, and if acceptable to him there will be a meeting of plenipotentiaries probably at Washington to arrange a treaty.

LATER.

Russia's reply was handed to Mr. Meyer this afternoon.

A telegram from Washington says that Count Cassini has notified President Roosevelt of Russia's acceptance of his propositon and added the plenipotentiaries would be appointed to discuss the question of peace.

Mr. Meyer's telegram on Saturday was merely a forecast of reply. The subsequent exchange of communications at St. Petersburg has modified the Russian attitude.

LONDON, JUNE 13.

A telegram from Washington says that the place of meeting has yet not been settled. Neither Washington nor Manchuria is considered satisfactory.

President Roosevelt may act as arbiter.

M. Takahuia has expressed the view that the situation may be solved satisfactorily in due time.

An important Council Meeting took place at the Palace in Tokio, yesterday, at which the Emperor, Princes, Generals, Admirals and Ministers were present.

An official despatch published at Tokio shows that the Japanese ousted the Russians from various positions on the 10th instant.

THE KHEDIVE IN LONDON.

Received by the Duke of Connaught.

The Khedive arrived in London yesterday and was received at the station by the Duke of Connaught.

THE MOROCCO QUESTION.

Germany Ready to Champion the Sultan.

LONDON, JUNE 12.

Reuter wires from Fez that it is stated on good authority that Count Tattenbach has informed the Sultan that there is no cause to fear France and that Germany is ready to champion him. He reminded the Sultan that if the Moorish frontier was contiguous to the Algerian, the French frontier was likewise contiguous to the German frontier.

This has produced a great impression at St. Petersburg.

BENGALIS AND ART.

PROPOSED ARTISTS' ASSOCIATION.

(FROM OUR CORRESPONDENT.)

CALCUTTA, JUNE 13.

A meeting of Bengali painters, engravers, and photographers was held in Calcutta on Saturday to establish an Artists' Association in Calcutta where artists of different denominations may meet periodically to exchange ideas and hold an annual fine art exhibition. A sub-committee was formed to draw up a constitution of the proposed association.

GREAT HEAT IN CALCUTTA.

FEARS OF EARTHQUAKE.

Calcutta for the past week has been experiencing an extraordinary wave of heat, and up to this evening there are no signs of improvement. The ice supply has fallen short since Sunday owing to the general demand for it, and yesterday and to-day ice was selling at four and six annas a seer. Some even paid a rupee. The schools which were reopened to-day have extended their holidays till the 19th instant. To-day, Barristers, pleaders and members of the legal profession addressed Sir Francis Maclean on the subject of the heat and asked him, as he had been done on previous occasions, to close the Court for a week, but he regretted he could not see his way to do so. The weather has been responsible for many deaths from heat apoplexy, while the mortality among horses and cattle has been great. Most of the people living here fear an earthquake such as the one that succeeded the heat of 1897.

So many people get into trouble over treasure trove that the remarks of the coroner in the recent case cannot be too widely circulated. He pointed out that if people who discover treasure trove would only act openly they would have very little reason to complain. The Treasury always behaves with great fairness in such cases, and the finder commonly receives from the Department more than he could get from a pawnbroker if he attempted to sell his find. It is also desirable that people should understand that to deal improperly with treasure trove is a very serious offence in English law.

THE PARTITION OF BENGAL.

A PREMATURE REPORT.

(FROM OUR CORRESPONDENT.)

SIMLA, JUNE 13.

No information has reached Simla confirmative of the report which has found publication in Calcutta to the effect that the Secretary of State has sanctioned the Bengal Partition Scheme.

RAILWAY BOARD'S ACTION.

AUTOMATIC BLOCK SIGNALLING ENFORCED.

The Railway Board have to-day issued a circular letter to all the Railways and local Administrations in India, stating that they consider it desirable that some form of automatic block signalling should be introduced without much further delay in all the railways which run more than only a very few trains, say two each way daily, and asking to be informed, as early as possible, what date it is anticipated that the necessary work can be completed.

THE SIESTAN MISSION.

ARRIVAL AT NUSHKI.

The first party of the Siestan Mission arrived at Nushki yesterday, after crossing the Baluchistan desert, which at this season of the year is a veritable furnace.

Colonel McMahon is expected shortly at Simla to submit his report to the Government of India.

INDIAN STAFF COLLEGE.

SUCCESSFUL CANDIDATES.

The following are the successful candidates at the recent examination for admission to the Indian Staff College :—Captains Watkin, 4th Hussars; Hambro, 15th Hussars; W. P. L. Davies, Roya Horse Artillery; Loch, Royal Engineers; Julius, Royal Sussex Regiment; Thomas, 2nd Lancers; Stokes, 3rd Horse; Gregory, 19th Lancers; Capper, 39th Horse; Lees, 51st Sikhs; Gardiner, 53rd Sikhs; Storr, 54th Sikhs; Herdon, 55th Rifles; Glasfurd 97th Infantry; Maxwell 1/4 Gurkha Rifles; Browne, 1/5 Gurkha Rifles; Lieut. Allanson 1/6 Gurkha Rifles; and Captain Bradshaw, 1/9 Gurkha Rifles.

The following officers have been specially nominated by the Commander-in-Chief for admission :—Brevet Major Baumgartner, East Lancashire Regiment, Blore, King's Royal Rifles; Captain Dundas, 6th Jats; Brevet Major Skeen 24th Punjabis; Captain Tarver, 124th Infantry; and Brevet Major L. M. R. Deas, Supply and Transport Corps. These officers will join at Deolali on 30th June 1905.

MILITARY INTELLIGENCE.

Colonel Molesworth, A.A.G., Lucknow Division is granted 3 months' leave out of India.

Lieutenant Banks, Wiltshire Regiment, is attached to the Corps of Guides, on appointment to the Indian Army.

Lieutenant Keppel, Norfolk Regiment, is posted to the Northern Command for appointment to the Indian Army.

Lieutenant Drake-Brockman R.G.A. and Lieutenant Plummer, R.F.A., are permitted to withdraw from the candidature for the Indian Army and are ordered home

Colonel Monro, Seaforth Highlanders and Brigadier-General Greenfield D. A. G. Western Command, are appointed Brigade Commanders vice Brigadier-Generals Plowden and F. Abbott whose tenures have expired.

Colonel Monro is posted to the Ahmednagar Brigade.

Colonel F. R. Kelly, R.E., has been selected for a colonelcy on the staff vice Colonel Schalch.

WESTERN COMMAND.

With the approval of his Excellency the Commander-in-Chief in India, the Lieutenant-General Commanding is pleased to make the following appointment :—61st Pioneers—Major H. T. Brooking, 2nd Double Company Commander, 81st Pioneers, to be 2nd-in-Command, vice Major B. A. Johnstone, transferred to the temporary half-pay list. Dated 24th May 1905.

The Lieutenant-General Commanding is pleased to make the following appointments :—Brigade Staff.—Captain G. A. F. Sanders, Royal Engineers, Brigade-Major, Aden Brigade, to be Deputy Assistant, Adjutant-General, Aden Brigade, vice Major A. L. Pilleau, 105th Mahratta Light Infantry, vacated. Dated 24th May 1905.—Captain F. F. Pocock 119th Infantry Station Staff Officer, Jhansi Brigade to be Brigade-Major, Aden Brigade, vice Captain G. A. F. Sanders Royal Engineers, appointed Deputy Assistant Adjutant-General, Aden Brigade. Dated 26th May 1905. 1st Brahmans.—Captain W. E. White, Double Company Commander, to move up in grade succession, vice Major J. J. H. B. Eckford, retired, but to remain seconded.

Captain H. E. Hitchins, Double Company Commander, to move up in grade succession, vice Captain W. E White, seconded. Captain H. T. Marshall, Double Company Commander, to move up in grade succession, vice Captain H. E. Hitchins, seconded. Captain R. Hawkes, prottem Double Company Commander, to move up in grade succession, vice Captain H. T. Marshall, promoted. 61st Pioneers.—Major H. T. Brooking, 2nd-in-Command, and Major A. M. Anderson, 3rd Double Company Commander, to be Officiating Commandant and 2nd-in-Command respectively, vice Brevet-Colonel E. C W. Mackenzie, Kennedy, appointed Officiating Assistant Adjutant-General, 9th (Secunderabad) Division, or until further orders. 94th Russell's Infantry.—2nd-Lieutenant R. W. Manderson, Unattached List to be Officiating Double Company Officer. Dated 31st May 1905.

On transfer from the 9th (Secunderabad) Division Lieutenant C. St. J. Lynch, R. E., is posted to the 4th (Quetta) Division.

The following postings are ordered :—Lieutenant C. W. H. Skinner. From No. 8 Ammunition Column, Royal Field Artillery to 79th Battery, Royal Field Artillery.

Lieutenant-Colonel F. M. Close from No. 90 Company (Heavy Battery), Royal Garrison Artillery to Sierra Leone, on promotion.

Examinations—Indian Army.—The undermentioned Officer has passed the tests for Final Retention in the India Army :—Lieutenant G. D. R. MacMahon, Double Company Officer, 124th Baluchistan Infantry.

Examinations.—The undermentionted Officers have qualified for promotion to the rank of Lieutenant :—2nd-Lieutenant W. J. Bovill, and 2nd Battalion, Yorkshire Regiment. 2nd-Lieutenant, M. L. A. Gompertz, 2nd Battalion, Yorkshire Regiment

Furlough—Indian Army.—The undermentioned Officer is granted thirteen months' leave out of India, on private affairs, including five months' study and sixty days' privilege leave. Captain E. C. G. Maddock, I. M. S., Medical Officer, 43rd Erinpura Regiment. Pension service sixth year, commenced 27th July 1904.

BLENDING OF INDIA TEAS.

CEYLON PLANTERS' OBJECTIONS.

(FROM OUR CORRESPONDENT.)

SIMLA, JUNE 13.

On 10th December last, at the instance of the Indian Tea Association, the Government of India again addressed the Ceylon Government on the subject of blending Indian tea at Colombo. The Ceylon Government on 6th May wrote that the Governor did not see his way to relax the restrictions now in force and said the Governor-in-Council had arrived at this decision, after the fullest consideration of the letter and of past correspondence and after consultation with the Planters' Association, Ceylon, and the Chamber of Commerce of Colombo. Without going so far as to express his entire approval or acceptance of the arguments put forward by the representatives of those principally interested, the Government considered that their reluctance to incur the risk of losing the fruits of their part of the great expenditure on pushing the sale of their staple product in foreign countries was entitled to be respected.

The Planters' Association which met at Kandy in March sent in the following letter to the Ceylon Government through their Chairman :—

"I am requested to inform you that the Committee still adheres to the opinions expressed in letters addressed to the Government upon the subject, dated 26th January 1894 and 15th January and 9th February 1904.

"Whilst admitting that blending of Indian teas for their produce, it is only within the last two years that tea planters of India taxed themselves in the same manner and for the same purpose, and during that period their expenditure has amounted to four lakhs of rupees.

"An examination of the annexed tables shows that in 1895 Ceylon tea crop amounted to 98 1/2 million pounds, of which 12 million pounds were sold in bond and would benefit the Colombo mercantile community and the port itself. It was strongly felt that it is questionable whether there would be any gain to the grower, whilst his interests might be detrimentally affected. I am to point out that tea planters of Ceylon have during the last ten years voluntarily taxed themselves to the extent of 30 lakhs of rupees, in order to open and develope new markets in markets outside Great Britain. In 1904 out of a crop of 150 million lbs., 58 millions were sent to countries outside the United Kingdom. For the year 1895 India produced, 129 million lbs. of tea, of which 10 1/2 millions went to outside markets. In 1904 out of a crop of 207 million pounds, 39 millions only were absorbed by foreign markets. From the foregoing it will be observed that in 1904 Ceylon sent 36 per cent of her crop in foreign markets, whereas India disposed of 19 per cent of her produce in countries outside the United Kingdom during the same year. The Committee, therefore, desire more conclusive proof than is adduced in the Indian Government's letter that blending in Colombo would further stimulate consumption of Ceylon tea.

"It is the expressed opinion of the Committee that if facilities were afforded to India for blending her produce with that of Ceylon in Colombo that former country would directly benefit at the expense of the latter.

"In conclusion, therefore, I am to state that though the Committee would approve any scheme which in the opinion of its members is likely to be mutually beneficial to the combined tea industries of India and Ceylon, it is not prepared, without further information to give its support to the proposal contained in the letter under reply."

The Government of Indian has now informed the Indian Tea Association that the Government do not propose to take any further action.

A NATIVE STATE TRAGEDY.

A CORRESPONDENT tells us of a tragedy in a Kathiawar State. Jethsur Khachar and Kala Khachar, sons of one of the petty Kathi chiefs are the chief actors. They belonged to Anandpur, a small taluka under the Chotila Thana, and they were one-fourth shareholders of that Taluka. The elder brother Jethsur, it is said, was educated in the Girashia School at Wadhwan, and both the brothers being very friendly remained in joint possession of the ancestral estate and had not divided their property although their father had been dead for the last twenty years or more. But recently when Government introduced the rule of primogeniture, contrary to the customs and wishes of the Kathi community, Jethsur's love of self-aggrandisement evidently got the better of his fraternal affections, and he began creating disputes, and when the younger brother, who naturally got alarmed at these indications of the change of feelings in his elder brother, demanded separation of his share of the property, the elder refused point blank. This led to a serious rupture between them, and on the day in question Kala, the younger brother, had a quarrel with one Odhowji, a Foujdar in the service of the Giras. Kala assaulted the man with a stick and proceeded directly to the residence of Jethsur. The latter, on learning of the treatment Odhowji had received at the hands of his brother, armed himself with an eight-chamber revolver and went out to meet him. Both the brothers met each other in the grounds of the Chief's residence and an altercation ensued, when, it has been alleged, Kala also assaulted his brother with a stick, whereupon the latter took out his revolver and fired a couple of shots at his brother, and killed him on the spot. Realizing the gravity of his crime Jethsur turned the revolver on himself and committed suicide. The news was at once communicated to the wife of the elder brother, who on being apprised of the calamity which had overtaken the family threw herself down from the upper storey of her house. She was seriously injured and lies in a precarious condition.

FATAL COLLAPSE OF A TERRACE.

FOUR MEN KILLED.

A NUMBER of workmen were at work on the premises of the mill belonging to the New City of Bombay Manufacturing Company at Albert Road, Chinchpoogly on Monday afternoon, when the terrace on which they were standing suddenly gave way, precipitating seven of the men, four of whom were killed on the spot while the others were injured more or less seriously. It appears that the mill building was destroyed by fire on the 14th November last, and a number of workmen had been engaged on the ruins for some days past in pulling down the skeleton walls. Yesterday morning, eight men consisting of seven bricklayers and a mistry went on to the top of the base wall of the second floor of the ruins and started the work of demolition. They continued the work until the afternoon when the mistry of the bricklayers noticed that the terrace on which they were standing, was cracking and giving way. He raised an alarm but before the men could escape five men fell with the flooring of the terrace to the bottom, from a height of about forty-eight feet. The mistry with two others escaped. The five men were extricated from the debris, when four of them were found dead and the fifth seriously injured. The latter was removed to the J. J. Hospital, where he was detained for treatment. Mr. P. Byrne, the Coroner, opened an inquest at the mill premises, regarding the deaths of the four men. After the bodies were identified, the inquiry was adjourned.

A CLAIM OF WILLIAM WATSON AND COMPANY.

At the High Court yesterday, the Hon. Mr. Justice Batchelor disposed of a suit instituted by Mr. W. B. Keen, official trustee of William Watson and Company, against Charles Henry Lewis in which the plaintiff claimed Rs. 5,251, due on account. Mr. D. B. Bloning instructed by Messrs. Smetham, Byrne and Noble, appeared for the plaintiff. The defendant did not appear. William Watson and Company had, from time to time, advanced monies to the defendant, and on the accounts being made up, a sum of Rs. 5,251 was found due. After the institution of the suit, defendant had paid Rs. 4,694 to the Prothonotary. His Lordship passed a decree for the amount claimed, with interest and costs.

ART, MUSIC AND THE DRAMA.

High Prices at Christie's.

MUSICAL NOTES.

GILBERT AND SULLIVAN'S OPERAS.

LONDON, MAY 26.

MAY is the month par excellence for hawthorn and high prices, but the present month is beating the record in both. We are hardly over one great picture sale than we are in for another, and the sale of Lord Tweedmouth's collection at Christie's on June 3 comes close on the dispersal of the Huth collection on Saturday last. For all practical purposes, and with a view to easy recollections, the two will doubtless rank together in the picture gossip of connoisseurs and dealers as a great parallel event. There were less than a hundred and fifty entries, nearly thirty being water-colour drawings, so the collection was a modest one in point of size. But the cut-and-dried catalogue is nothing, the collection itself is everything. The Turner sketch of the Bass Rock that everybody expected to cause a duel was knocked down to Agnews at 380 guineas and it might not have got so high as this, if the auctioneer had not given us a pause for breath and exchanged a flying pleasantry with a bystander. Also he threw in the remark that the sketch was given to Mr. Huth by Henry Vaughan, and this gratuitous bit of pedigree virtually cost the new purchasers the odd 80 guineas. A Peter de Wint (a farmyard scene, Nether Hall, Essex) went for 100 to Mr. Egmanin, and a set of three fox-hunting drawings by Rowlandson for another hundred. The only water-colour that proved a hairraiser was the Gainsborough sketch for his Duchess, a black-and-white chalk affair, 13 inches by 20, and for this after a neck-and-neck welter in fifties, Messrs. Colnaghi had to pay the level thousand. The sunshine stole in through the dome about this time, and a posse of men were sent to fix up the awnings. It gave things a smack of the old Roman arena, and the gladiators of the picture market buckled to in earnest. A few cabinet pictures by Bonham modestly helped the transition from water to oil, and the Alldridge sketch of the Tichborne trial went for a song. The dealer who nailed it will probably drive a hard bargain for it with the Savage Club or some retired attorney, but on Saturday we were too busy with masterpieces to bother our heads with old frauds and litigation of the seventies. If it had been a good periwigged portrait now, of Titus Oates, but let us get on. A tiny hunting piece by the late Randolph Caldecott had the impudence to fetch as much as a full-dress landscape by his namesake Callcott, the Academician; it was the peep of pink jacket that did it. Then we plunged into the thick of things with one of Constable's sketches of Salisbury Cathedral, a stately white pinnacle festooned with elm trees, very bold and characteristic, 28 inches by 36. Colnaghis won again, 1,700 guineas. Another Constable, this time one of his many glimpses of Dedham Lock, stormy sky and unfinished foliage, brought 500 guineas from Messrs. Leggat. Three David Coxes fetched 550, 180, and 100 respectively; and it was the dash and simplicity of the first that accounted for the balance.

The first picture in the catalogue selected for the honours of illustration was also the first to draw blood. It was one of the largest from the ripe brush of Crome, and when exhibited at Burlington House thirty years ago it took first honours as an example of the Norwich school of landscape. A vision of yesterday, it annihilated everything "to a green thought in a green shade." It started at 500, jumped from 500 to 1,000, steadily mounted by hundreds to 1,700, and then, in a dogged series of fifties, it reached 3,000 guineas. There was a pause or two just before the end like the last tired steps of a mountaineer; and it was Agnews again who carried off the prize. Two smaller works from the same brush went at 200 and 320, and a set of Ettys of the usual meaty order went for considerably less. Three Venetian scenes by Turner's rival, Holland, brought 88, 165, and 560 guineas, and then a typical J. C. Hook, with a couple of tawny youngsters clambering on to a cliff that surveyed a green translucent bay fetched 860 guineas (Colnaghi).

Picture after picture rose above the horizon of green baize, and swung round on the yard-arm in the grip of a brawny aproneer, but about 2·30 there was a lull in the way of sensations. The room was getting stuffy with crowding and excitement, and some of the Christian buyers looked like going to sleep. Then someone set the revolving fan going, and things grew lively again. A. J. F. Lewis, one of the gems of the collection, the hero of many exhibitions and brilliant as a case of jewels, started at 200, and, mounting by fifties, fell to Messrs Agnew at 1,650 Twelve years ago Mr. Huth paid half as much again for it A series of animal atrocities by Ward, R.A., reduced our spirits for awhile, and then the Watteses came on. "Daphne," a tenderly beautiful nude life-size, with her arm upraised as if in appeal for decent treatment, passed over to Mr. Eyles for 1,650 guineas, and this brought the first applause of the day. Three other Watteses fetched rather less, combined, and then we started on the Continentals. Cazins went at eighties and hundred-and-sixties and we held our breath at the whisper of Corot. His pictures were to be brought over from Paris at any cost. The first two were river-scenes, quiet dreams of Picardy, with the same man in the same punt, and simple as a summer dawn, the third, a road scene, was the meretricious moonlight effect already mentioned. Melodrama went to Messrs. Arnold and Tripp for 300 guineas, but there was a rare tussle for the others. Time after time they stuck, only to proceed the more steadily, and the same firm secured them at 4,650 guineas the pair.

The florid dowager by Gainsborough, went to Messrs. Agnew for 2,900 gs., and seemed to exalted and supercilious to notice it. The oval Vestris portrait, a smirking but elegant dancer in a sky-blue coat, proved twice as important, for he was bought by Mr. Wertheimer at 4,550, the top price of the day. A ray of sunlight got on to the rostrum for a while and impaired the claims of the remaining Gainsboroughs, which went for 900 (Wallis), 300 (Colnaghi), 440 (Tooths), and 330 (Agnew), all in guineas, of course. The "Beggars' Opera" scene, by Hogarth, went to the last-named firm at a thousand, and his "Taste in High Life" to the same again for 1,250; while they paid 450 for a plainer work by this painter, and the discredited autoportrait, which looks like an early copy, went for 60. Ibbetsons fetched 85 and 100 each; Stubbses, unaccountably, 520 and 720; and Wilsons, far better than either of them, only 55 and 80. George Morland still commands the market. He ranged on Saturday from 130 to 1,000 and 2,000 guineas, Agnews being is buyer in the main; and Stothards and old foreign masters went at an average of a couple of hundred. A couple of dim-eyed Lelys perished at 40 guineas each and Sir Joshua on Saturday failed to touch the high average of his rival Gainsborough. Never mind, he will last longer. His own portrait (one of several) fell to Rothschild, of Charles-street, at 330; his "Garrick, as Kitely," fell to Wolff at 135; and he did not pick up until his delicious oval study of little Amelia Spencer went to Permain for 880 guineas. Children are still the rage, evidently, at least on canvas. The reality has gone out of fashion, according to the census commissioners; but painted innocents remain in favour. They are less trouble. The Dutchman Geeraris was represented by a portrait of the little Arabella Stuart, cramped up in a costume like a dairyman's can, and this went to Dowdeswells for 320 guineas; whereas if the fan had been a nosegay and the brocade had been chintz, it would have fetched five times the sum. Sir Thomas Lawrence's portrait of his jilted victim, Maria Siddons, a beautiful work, went to Permain for 179 guineas; while the same buyer, had to pay just five times the price for the same artist's life-size of little Louisa Murray, a skipping and simpering infant with corkscrew curls and anklestrap shoes. We should like to see it hung alongside a youngster by Reynolds, and watch the simper fade away. It was a great day's business; £54,452 10s. for 145 pictures. Deduct about five per cent. that were tawdry and ten per cent, that were unappretialed, and it will be seen that well-chosen pictures are a better investment than ever they were. Happily, the English school flourishes more than ever; but the prophet who wants to be honoured in his own country must take the precaution of dying first.

At the Fine Art Society's, New Bond-street, are three interesting little exhibitions—Mr. Albert Goodwin's drawings of the cathedrals of England, Miss Lucy Kemp-Welch's paintings and studies of animals, and Mr. A. J. Warne Browne's landscapes of South Africa, and marines on the way thither. Mr. Goodwin's drawings at the gallery of the Water-Colour Society and his paintings at the Academy have long accustomed us to the constant romantic intention and the not infrequent romantic success of this artist's skies and storied cities, cupola and cloud. The present drawings are slight; they are in some cases only just helped by a little colour, although by no means in the manner of the earlier water-colour artists; slight, however, as they are, the spirit of romance is perhaps readier here than in the paintings. This is the case where the tints are suggestive rather than explicit, and where the sky is seen delicately over distances, or through the fine lines of gloomy shipping and rigging, as in that beautiful drawing, Gloucester. For Mr. Goodwin, though his drawing of architecture is thorough, takes a pictoral rather than an architectural view of the cathedrals and sees them from far as well as from their own closes. Gloucester, beyond the masts on a river, Winchester away across wild fields at twilight, Lincoln under a sunset, Hereford beyond a storm of smoke or cloud, Westminster across the clear darkness of night, Oxford from Christ Church Meadows—these and other incidents and accidents of prospect are pictorially charming, and alternate with the interior studies of the Norman navy of Hereford, of the west front of Exeter, and of the splendid interior perspectives of Durham. Noticeably fine is the confused atmospheric sky of the drawing of Oxford before mentioned. Miss Lucy Kemp-Welch re-exhibits her Academy picture of last year, the energetic Timber-hauling, which has most unquestionable qualities; the horses have character, and their action is true and tense. This interest in the individual horse is evident also in her drawings for this picture, especially in the sympathetic study of a white horse's head. There is more of the beauty of a picture, in fact of the beauty of paint itself, in The Heat of the Day. From the painting of the light on this horse's nose—the quality of the tone and the actual use of the brush—we may conjecture that Miss Kemp-Welch would both understand and practise more pictorial painting, if she had not given her attention so resolutely to other things after the example of Rosa Bonheur.

Music by plebiscite is quite anew idea, and such a scheme applied to the works which are to be played by a single man at a single concert is of very rare occurrence; Hubermann, the violinist, who has now made a considerable name in England, has decided on such a policy and asks his public to select the programme for his coming Recital from three given series of works—one work to be taken from each. The variety and latitude which he permits to his choosers are of an amazing character, the works consisting of some by Beethoven, Brahms, Mozart, Schumann, Bruch, Dvorak, Goldmark, Lalo, Mendelssohn, Paganini, Saint-Saens, Spohr, and many others. The idea is certainly a piquant one and it is understood that the poll closes on the morning of Saturday, the 27th which is actually the day upon which the recital will take place. To make any public declaration of taste in the matter would of course be unfair and unjust to those who in these modern days like to be on a certain private side of polling. In any case the interest centred in such a scheme must be enormously great, seeing that it will demonstrate one way or another the versatility of Hubermann even though it is just possible—though we speak here without personal knowledge—that there may be others who have an equally enormous repertory of works which they may be called on at a moment's notice to play. There seems to be no immediate secret about the general choice so far as it has gone for the Mendelssohn Concerto so far is taking a strong lead. The settings of Airs from Wagner by Wilhelmj also seem to carry a good many popular votes and this may be regarded as something of a pity. The Preislied of Wagner, reduced to a violin solo, and even Sarasate's reduction of part of Bizet's work to the same purposes somehow derive them of freshness under these abnormal circumstances. In any case, the voting will only be known next week, and in that time nobody can tell how the musical instincts of the British public as exemplified in London, will either be dimmed or glorified in their reputation.

It will be remembered that Mr. Mark Hambourg not long ago offered a prize of ten guineas for the best pianoforte solo which should be submitted to him. He has selected as prize-winner Mr. Frank Bridge, who has written a work, perhaps not very originally entitled "Capriccio," and which, at Mr. Hambourg's recital is to be heard at the Queen's Hall. Other prizes of a consolatory form have also been given to works by Mr. Watling and by Mr. Felix Swinstead, each one possessing the title of "Prelude." It seems to us that the time should really have come when pianists should search for some more distinctive title to accompany origiual work, why it should be necessary always to go back upon conventional titles, so that the road of music seems choked up with Nocturnes, Preludes, Capriccies, Scherzos, and what not, is something of a mystery when charmingly original titles, to which these might be wholly secondary, might give a sort of cachet to a work which quite apart from any intrinsic merit, might at all events have the incessantial charm of drawing one's attention to it. Of course, this may be a mere piece of trick-work, but there are many chances of the good work going by board when herded together after the manner of policemen, each bearing a number upon its similar coat. In any case, Mr. Hambourg has shown much public spirit in offering the prize, and it is only on a question of title that we quarrel with the successful competitors.

Mr. Josef Holbrooke is steadily rising in the musical profession as a composer of very excellent merit. He has been engaged to write works for the Norwich Festival, and even—as it seems to us, the greatest compliment of all—for the Belgian Festival. A set of new Bonemian songs is to be given at Norwich, and will be sung by Mr. Andrew Black. At Bristol there will be given a scena entitled "Marino Faliero"; and both these works will be conducted by Mr. Holbrooke himself. For the Belgian Festival he has provided variations on "The Girl I Left Behind Me," which are, by permission, dedicated to Sir Edward Elgar. When one remembers what extremely clever variations Mr. Holbrooke wrote some time ago upon so homely an air as "Three Blind Mice," such a choice need not be greeted with any superior smile. Indeed Mr. Holbrooke has, in company with most really great composers, a sentiment for variety in connection with his own or another's simple musical there theme. Facile variations, are in music possibly the easiest things in the world; but elaborate variation each one of which is a separate miniature work of art are extremely hard to elaborate so that they shall have a continuous element in them and yet equally be complete wholes.

In these days, the Arabian magic carpet seems really to have become part and parcel of human policy. For example, the Kursaal Orchestra of Ostend will finish their engagement at the Queen's Hall on the afternoon of June 8; in the evening of that particular day the orchestra, bag and baggage, will be transferred to the Crystal Palace to assist at a most elaborate musical programme. From thence they will doubtless disappear to other musical centres, to give their excellent renderings of music in whatever place is most sympathetic to their ambitions. At the Crystal Palace alone, the programme is an extremely heavy one, and it says much for the endurance of such a combination of players that they are able to fulfil engagements so arduous.

BOMBAY IMPROVEMENT TRUST.

AN ordinary monthly meeting of the Trustees for the Improvement of the City of Bombay was held at their office, Esplanade Road, the Hon. Mr. G. O. W. Dunn, presiding. There were also present:—Brigadier-General R. M. Greenfield, the Hon. Mr. W. C. Hughes, Mr. P. R. Cadell, Mr. T. W. Cuffe, Dr. A. G. Viegas, Mr. D.E. Wacha, Mr. J. S. Brown, Mr. W.D. Sheppard, the Hon. Mr. Ibrahim Rahimtoola, Sir Bhalchandra Krishna, Mr. Dwarkadas Thackersey and Mr. W. N. Shilstone, Secretary.

THE RAILWAY OVERBRIDGES.

In accordance with a notice of motion, Mr. T. W. Cuffe moved: that consequent on the sanction which consequent on the sanction which has been accorded to the project for the Harbour Branch (Port Trust) Railway and the prospective removal of the Cotton Green, now located at Colaba, to Mazagaon the present is a unique opportunity of considering the necessity for the maintenance of the present line of Railway south of Grant Road along the line of the sea face for purely passenger service. The question of whether the requirements of the local passenger traffic cannot be efficiently met by a system of electric trams along the present Queen's Road, thereby altogether dispensing with the Railway line and providing a handsome boulevard and drive for carriages, riders and pedestrians along the edge of Back Bay from Chaupati to Colaba demands, in the opinion of this Board, exhaustive enquiry and they strongly deprecate any steps being taken in the matter of the construction of overbridges involving the expenditure of many lakhs of rupees until such an enquiry has been held and an authoritative decision has been arrived at. A copy of this resolution should be forwarded to Government in continuation of the letter addressed to them under T. R. No. 110, dated 10th May 1905." Mr. Cuffe said they were all aware that since the question of constructing overbridges was first started, the conditions in Bombay had been considerably changed. For instance the construction of the new Port Trust Railway and the removal of the Cotton Green from Colaba had been contemplated. When the latter scheme was carried out, the necessity of running goods trains to Colaba would no longer exist. Taking into consideration the various interests involved in the matter, it was the desire of a large section of the public that there should be a thorough and comprehensive inquiry made as to whether to railway south of the Grant Road Station was a necessity or not. Bombay would go on expanding in all directions, and they had to consider whether the railway could be removed without causing inconvenience to the public. It was, he thought, essential to ask Government to appoint a thoroughly representative committee—a committee the members of which should be largely selected from the citizens of Bombay—to go into all aspects of the questions and interests concerned. If Government were good enough to accept their proposal, there was no doubt that the whole question would be sifted. If the committee came to the decision that there was an alternative which was not likely to cause inconvenience to those living out in the suburbs, they should see that its recommendations were carried out. But if they came to the conclusion that nothing could be done, the public of Bombay would be satisfied with that decision. He thought that if the Improvement Trust were to make suggestion of that kind, he hoped Government would give effect to their wishes. The Bombay Corporation had already appointed a committee on the question and a suggestion of that kind from a body like the Improvement Trust would carry considerable weight before Government.

The Hon Mr. W.C Hughes seconded the resolution.

The Hon Mr Ibrahim Rahimtoola said he was at one with Mr. Cuffe on the proposal, but considering the action taken by the Trust in the past in respect of the overbridges, it was not consistent to approach Government with the proposal. The Board having adopted a certain line of action in the matter, it would be unjustifiable for them to go before Government with the proposal of Mr. Cuffe. He (Mr. Ibrahim) thought that the Board should wait until Government addressed them on the question.

Dr. Viegas was in favour of passing the proposition, which he said, committed them to nothing. It only demanded an independent inquiry.

Mr. W. D. Sheppard supported the views expressed by Mr. Ibrahim. He thought the proposal was not consistent with the past action of the Board. Although he concurred with Mr. Cuffe in the views expressed by him, he thought the proposal would end in nothing. In view of the overbridges being constructed by the Railway Company, the Board had incurred large expenses and he thought they would be running the risk of losing the money.

Mr. Wacha said Government had not taken the public into their confidence on the question. It was the "Times of India" that had started the scare and all others had been beating over it.

Mr. Cuffe said it was not the "Times of India" but the body like the Bombay Chamber of Commerce that had taken the first move in the matter.

Mr. Wacha said that the Chamber of Commerce had been inspired by the "Times of India."

The Chairman suggested certain alterations in the proposition and said that he saw no objection to its being adopted.

On the suggestion of the Hon. Mr. Ibrahim Rahimtoola further consideration of the subject was postponed for a week.

FOOTBALL IN BOMBAY.

THE HARWOOD LEAGUE.

GOVERNMENT TELEGRAPH vs. Y. M. C. A.

THERE was a very sparse gathering of spectators last evening on the Cooperage when the Government Telegraph eleven met a team of the Y. M. C. A. From the kick off the Y. M. C. A. assumed the aggressive and kept their opponents hemmed in their own half for a considerable length of time during which they obtained three corners, all of which however, they failed to convert. The Telegraph then made a combined rush up the other side, but the Y. M. C. A. backs seemed equal to the occasion and every attempt to get too dangerous was foiled. Once again the Y. M. C. A. put their adversaries on the defensive, when the sphere was sent into touch before it got too dangerously in front of the Telegraph goal. Just five minutes before the half-time whistle was piped the Y. M. C. A. notched the first goal of the evening. The second half again opened in favour of the Y. M. C. A., who appeared to be the superior of the two teams from the onset. The ball, however, went out frequently and this made the game rather monotonous. Both the teams appeared to lack in stamina and their kicking tactics and combination were noticeably weak. The latter part of hostilities was more or less in favour of the Y. M. C. A., but no score was added. Result:—

Y. M. C. A.	1 Goal.
Government Telegraph	Nil.

The game this afternoon will be between the Yorkshire Regiment from Colaba and Parel Gymkhana.

PASSENGERS PER S.S. BALDUINO.

THE following is the list of passengers per Italian s.s. D. Balduino Captain De Agostini sailing for Italy to-morrow. Saloon passengers will have to be present at 8 a.m. at Victoria Dock No 3 shed for the medical inspection. Third class passengers and native servants will have to be at 6-30 a.m. at the new disinfecting station at the Prince's Dock with all their luggage:—To Port Said.—Mrs. H. Sattler. To Venice,—Mr. W. P. Morey and Rev. J. S. Stevenson. To Naples and Genoa.—Lieutenant A. S. Auret, Captain Amaral, Mr. F. S Barker, Mr. Birrento, Mrs. J. A. Brandon, Mr. O'Byrne, Miss O'Byrne, Rev. G. A. Campbell Bell, Mrs. Gatland and two children, Lieut. Dalrymple Jones, and Lady Galhardo, Mr. J. G. Lowe, Doctor H. A and Mr. Lafond, Mr. Mathews, Colonel and Mrs. Mesquita, Capt. A. Miller, Mr. and Mrs. V. Pont, Miss Pont, Mr. A. Rocha and Mr. U. Zellweger.

THE IN-COMING MAIL.

THE P. and O. S. N. Co.'s steamer Arcadia which is expected to arrive in Bombay on Friday next, brings the following passengers:—

FROM LONDON.

Barclay, Capt P	Healey, Mr G E
Bellew, Lt W E	Home, Mr F G
Connell, Mr C M	Lake, Mr H

FROM MARSEILLES.

Baillie, Mr D C	Oxley, Rev H T
Donald, Mr	Oliver, Dr S
Figgis, Mr A W	Scaley, Hon Mr Justice
Hunt, Mr C E	Smith, Mr J
Jervis, Rev G G	

FROM MARSEILLES TO KARACHI—Haggard, Lt M.

THE IMPROVEMENT OF BOMBAY.

ALTERING RAILWAYS.

(Continued from Yesterday's "Bombay Gazette.")

THE report of the Committee of the Corporation regarding the extension of railway facilities within the City of Bombay was laid before the Bombay Municipality on Monday :—

Minute by the Hon'ble Mr. G. O. W. Dunn, M.I.C.E. :—

I am in receipt of a printed copy of the letter from the Commissioner, No. 30663, dated the 26th December 1904, on the subject of the Extension of Railway Facilities within the Island.

It was arranged at the meeting of the Committee appointed by Corporation, Resolution No. 2303, dated 29th September which was held on the 24th November last, that the Commissioner's report should be forwarded to Khan Bahadur M. C. Murzban and after him to myself and others for our remarks; but I have so far received only the Commissioner's letter and have been awaiting Khan Bahadur Murzban's remarks before passing on the papers with my own comments. As, however, a meeting of the Committee is called for this afternoon, I have the honour to give below the opinion that I have formed on this subject.

I am entirely in accord with the Hon'ble Mr. White and with Mr. Harvey in considering that a comprehensive and impartial inquiry into the whole of the needs of the City, not as regards trade and the railways only, is very urgently necessary. Mr. Anderson's lengthy note is a very able document, considering the subject from his point of view; but as pointed out by Mr. Harvey it leaves out of consideration altogether the general requirements of the City.

Of the main questions raised upon which the opinion of the Corporation is sought, I think that Nos. 1 and 2 must be left for other bodies, more directly concerned, than is the Corporation, to express opinion upon. But it seems to me that, if it were possible to establish a large supplementary goods-yard in the neighbourhood of Mahalaxmi, it would afford considerable relief elsewhere and would assist in the problem of the spreading out of the population towards the north. In connection with this part of the subject, I would express a hope that the time may soon come when the number of bullock-carts in the City will be greatly reduced by the introduction of motor traction for heavy goods. These bullock-carts, with their loose wheels, are most destruction to the roads and are a nuisance to other traffic, and though no doubt convenient and economical, should be kept as low in number as possible in a big modern City. I have seen one goods motor, and I hope to see many more within a measurable distance of time. With the introduction of such traction, there should be no difficulty in the Railway Companies establishing depots for receiving and delivering goods at convenient centres, which would relieve their goods sheds and be a great convenience to the public. This, however, is a matter which the Railway authorities will, it is hoped, see their way to taking up in due course.

The third question should, I consider, certainly be answered in the affirmative. The number of long distance passengers from Colaba, Church Gate, Marine Lines and Charni Road Stations is given by Mr. Anderson at a total of 5,05,000 in 1903. This represents an average of say 1,400 daily—a trifling addition to the traffic at Victoria Terminus. It would still be possible for passengers to proceed from Grant Road changing at Dadar Junction or a certain proportion of long distance train for both lines might start from Grant Road Station. Mr. Anderson in his arguments as to the convenience of Grant Road and Charni Road Stations omits to notice that this only concerns passengers proceeding to Gujarat or the north by the B. B. & C. I. Railway. The residents in distant parts of the City to whom he refers have now to go to either Byculla or Victoria Terminus for the G. I. P. Railway system and its connections, and as far as I am aware this is not considered a hardship. Indeed, I believe, that most of the long-distance passengers from Malabar and Cumballa Hills drive the extra distance to Victoria Terminus rather than go to Byculla Station. Just as residents in the Fort and Esplanade prefer Colaba as a starting point for long-distance journeys rather than the smaller wayside Stations. In addition to this, it is now necessary for Colaba residents to go to Victoria Terminus for Stations on the G.I.P. Railway system unless, indeed, they prefer to change at Dadar Junction, which I fancy, very few indeed do.

On question 4, my opinion is that the B. B. & C. I. Railway should eventually stop entirely at Grant Road and that, at the earliest possible date, all steam traffic should stop at the same point. The existence of that line along the sea front is a standing nuisance which ought to be removed at the earliest opportunity. The additional number of passengers which this would bring to Victoria Terminus, omitting for the present any consideration of Electric Tramways, would be about 15,000 daily, according to Mr. Anderson's figures, including both long-distance and suburban passengers. There is no difficulty in adding extra platforms to this terminus, and one or two extra platforms could well, I imagine be provided under the present roof by a reduction in the very ample width of the present platforms. The two or three platforms next to the Hornby Road might, I imagine, be reserved for suburban traffic, but I understand that the G. I. P. Railway authorities are desirous of establishing a special station for suburban traffic near Carnac Bridge, and if this be done it would, of course, very greatly relieve the Terminus. In any case, having regard to the fact that the small Station at Church Gate Street now deals with 8,000 passengers daily, the addition of even 15,000 to Victoria Terminus should not be unmanageable, and with the advent of Electric Tramways running out to the north of the Island, this number would probably be reduced.

On the last question I certainly think it would be desirable when the above arrangements are carried out for the two Railways to be under one single control at and south of Dadar Junction. This will, no doubt, be obvious to the Railway authorities themselves when the time comes.

G. O. W. DUNN.

Minute by Mr. R. J. Kent, A.M.I.C.E. :—

I regret I was unable to be present at any of the meetings of the Committee appointed to report on the above, but as it is a subject in which I take considerable interest, I trust, I may be permitted to add a few remarks to those made by Messrs. Dunn and Murzban. Mr. Murzban from his unrivalled experience of Bombay, and the fact that he still takes so keen an interest in all that affects its welfare has been able to supply us with a lot of useful information regarding the history and vicissitudes of many of the schemes, projects for the benefit of the City. I am sure it would be the wish of the Corporation that in the event of any Tribunal being appointed at which all interests would be represented, Mr. Murzban at any rate should be one of the members. Asking pardon for this digression, I will now get to the subject in hand.

We are asked to express our opinion on six different points, or such of them as affect our interests. The first two lie within the province of the Chamber of Commerce, and can best be dealt with by that body; three and four concern the City and Island of Bombay, and are of vital importance to its interests; five and six might be left to the Government and the Railway authorities.

Of all the vexed questions that trouble the Public of this City that of the railway along the sea front is the one that is the most felt and, in its present state, whatever may be said to the contrary, I don't believe the public will ever become reconciled to it. Government have been abused for allowing it; the anathemas of the Press have been hurled at it for the last 40 years but all to no purpose. Now, however, there are signs that something radical may be done to improve matters in the Island, if the Corporation makes its voice felt as I am sure it will endeavour to do.

Mr. Hall's proposal to reclaim a large strip of foreshore from Colaba Station to Marine Lines Station is no new one, but it is one with which we are all in sympathy. I would continue it still further, ending it nearer Charni Road Station. The dream of a great many of us, which no doubt will be realized when most of the present generation have left this sublunary abode, viz., is to have a continuous scheme. It presents no engineering difficulties, and it would give us one good drive whereas now we have none. The cost doubtless would be very heavy. When the reclamation above mentioned is accomplished, the Railway would be far less objectionable than it is at present and provided it was electrified it might almost I think be allowed to remain altogether or at any rate as far as Church Gate Street. With wide roads, cycle and motor tracks and a ride for equestrians along the new front Queen's road would degenerate into a backwater, so to speak where the Electric tram and bullock cart would reign supreme.

There can be no doubt that the removal of the Cotton Green from Colaba to Mazagon would be most beneficial. That quarter would be greatly improved as a residential area, and the noisome cart which now renders that locality so ex remely unpleasant would cease troubling.

The Cotton Green at Colaba Bay is I take it the raison d'etre of the railway there. No great hardship should result in stopping the line at Church Gate when once it is removed. The Consulting Engineer sees great potentialities in Colaba as a residential quarter, and signs are not wanting that before long the size of the promontory will be considerably enlarged by extensive reclamations with a view to housing the whole of the Military there. This point may have to be considered, and the convenience of these residents studied, but prima facie it seems that a quick electric tram service would meet all requirements.

All over the world, even in Conservative England, electricity is beginning to oust steam, and one rarely picks up an Engineering paper without finding references to some line having been electrified. The Metropolitan Railway Company have now completed the electrification of their system from end to end; the District Railways are also understood to be ready.

The whole secret of rapid transit as pointed out by the Government Consulting Engineer and the Executive Engineer, Bombay Municipality, is "acceleration" of speed. With electricity as the motive power a train gets up its pace much quicker than by steam, (I have no experience of Mr. Anderson's decapod Engine), and is running at nearly full speed before it is out of the station. This is obviously of the greatest importance when crowded trains are following each other at three minutes' intervals on the underground in the busiest part of the day.

I don't think I like Mr. Murzban's suggestion about an underground railway for Bombay. The cost would be very heavy on account of the water, and the engineering difficulties that might arise.

As regards the running of all long distance trains in and out of Bombay from one Terminal, I can see nothing against such an idea. It would, I should says be most beneficial. The connection with the Deep Sea Pier and Victoria Terminus would ultimately, I think, be found very useful, although at first it might not be worked to any great extent.

The alignment shown on the plan in blue seems to me quite the best. It obviates the necessity of shifting the Hospital for the present at any rate: it takes up only a very small strip of the compound and keeps the cost down by running straight across the Frere Road and the block of buildings on the other side.

The proposal of the Chamber of Commerce to run an electric overhead railway is one difficult to treat seriously. Let us hope we may never be afflicted with a nightmare of this description.

There seems, however, something in the complaint against shifting the Cotton Green from Colaba without providing adequate facilities for rapid transit for those whose duties would take them daily to Mazagon, and it seems that these prospective difficulties inspired the overhead railway scheme. I don't know whether there are insuperable objections to a connection between the new Port Trust Line at its point of junctions with the G. I. P. north of the P. and O. Dock and the Main G. I. P. line somewhere in the vicinity of Nowroji Hill.

Possibly a tube railway, with a station in the Fort and terminating at Mazagon, might meet with the approval of the mercantile community. I cordially endorse what Mr. Dunn says regarding the nuisance occasioned by bullock carts and their loose wheels. It ought to be within the power of the Corporation to insist on bullock cart wheels being fixed in a proper manner so as to prevent them sliding in and out on their axles.

R. J. KENT.

Minute by Mr. N. H. E. Sakhia :—

While agreeing with the Committee, I beg to add :—

1. That south of Dadar, within the City of Bombay, all Railways with steam traction should cease and they should be, as early as possible, replaced by electric traction;

2. That the B. B. & C. I. Railway lines, south of Dadar or at least south of Parel, should be altogether removed from Dadar or Parel to Colaba, and in their stead, tram lines should be laid on Municipal Roads, via Queen's, Tardeo and Mahalaxmi Roads, and electric tram-cars should be made to run at very short intervals. By so doing, the whole area now occupied by the Railway lines, buildings, sheds &c., which should be removed, can be made available to the public for the purposes of recreation and erection of dwelling houses on the west and healthy side of the City, and the local and suburban traffic to and from the western part of the Island will be conveniently and properly maintained as hitherto and, perhaps, more so as the electric tram-cars could be stopped at any point to take up or set down passengers from every part of the western side of the Island;

3. By substituting electric traction for steam traction, and tram lines for railway lines, as mentioned above in clauses 1 and 2, not only a very desirable site including the Back Bay, the single lung of the City, can be made available for the purposes of recreation and erection of dwelling houses for the general public, which will also bring in a very handsome revenue to the authorities concerned, but the constant smoke nuisance and unbearable noise which seriously affect public health and night rest will be generally obviated, and, furthermore" there shall then be no necessity for increasing any more stations for local and suburban traffic as have been suggested by Khan Bahadur Murzban in his minute nor for removing the St. George's Hospital from its present desirable site.

4. All goods traffic should, in the interest of public health and to relieve the City of its congested state, be centralized to one central yard to the north of the Island either at Dadar or further north and north-east.

5. Let me here say that the Municipal authorities now wisely admit the great risk attending the removal of plague patients to distant hospitals, and that if the Municipal and other plague authorities had been so wise during past years since the advent of plague in 1896, many lives would have certainly been saved, unpleasant incidents avoided.

6. The Commissioner, with regard to the hunger for land by public bodies like the Port Trust, the Railway Companies, &c., states in his letter to Government No. 18191 of 8th September 1904, "it seems intolerable that persons suffering from plague—a disease in which removal is always attended with risk, should have to be conveyed to a hospital situated north of the Victoria Gardens."

7. I trust the Municipal as well as Government authorities will now be similarly wise on the objectionable steps for anti-plague prophylactic inoculation.

8. I take this opportunity of thanking Mr. Harvey, the late Commissioner, at whose instance I was appointed to this Committee, for giving me this opportunity for expressing my views on the subject in a Ratepayer's point of view, and as a representative of the Fort and Colaba Ward which is chiefly to be affected by this proposed City Railway Scheme.

NADIRSHAW H. E. SUKHIA.

21st April 1905.

Letter from the Commissioner, No. 30663, dated the 26th December, 1904 :—

In reply to your letter No. 3762 of the 25th ultimo I have the honour to forward herewith copies of letters Nos. 9060-G and 12046, dated 23rd November 1904, and 12th December, 1904 from the Executive Engineer and Executive Health Officer respectively for the information of the Committee. It would be obviously unprofitable for me to discuss the Consulting Engineer's letter at any length but it is, I think, necessary to point out that it seems to have been written solely from the point of view, and in the interests of the Railway administrations. There is not, so far as I can see, the slightest attempt made to take into consideration the needs of the general public who reside in or visit the City, and notwithstanding the claim put forward in Mr. Anderson's last para it is well-known to any one who has studied the subject that this disregard of the general public and their necessities on the part of the Railway companies and the Port Trustees is one of the greatest obstacles to the proper development of the City and the improvement of its sanitary condition. I have already in a letter addressed to Government, an extract from which I attach brought this subject to their notice, and I think the Corporation should take vigorous action before it is too late. It must not be forgotten that in this country Railway administrations, either State owned or with the Imperial Railway Department to support them are in a peculiarly strong position as against local authorities and the general public, and in the case of this City, with its limited capacity and urgent need for extension, an impartial enquiry, such as that suggested by the Hon'ble Mr. White, at which all interests will receive equal treatment, is a most imperative necessity.

2. It will be seen from the foregoing para., in which I have stated my views very briefly that I consider the scope of the enquiry proposed by the Railway Department to be altogether too narrow, and I think the Corporation should press very strongly for the more comprehensive enquiry to which I have referred. Pending this it would, it seems to me, be premature to discuss the Railway requirements alone. When the questions where people are to live and where to work within the Island and what land will be available for immediate development are settled, the subject of future means of local communication can be more satisfactorily deal with.

3. The Corporation have been asked to reply to six questions or such of them as concern their interests. Of these the two first can only be satisfactorily dealt with by the Chamber of Commerce and other local commercial authorities, and the sixth seems to lie within the province of the two Railway Companies. As regard the third and fourth, I have the honour to state that I agree with the Hon'ble Mr. White in thinking that all long distance passenger trains should run on to the Victoria Terminus as the central terminus for through traffic. The situation of this station is such that the decision in this particular matter is not likely to be affected by any development towards the north that may arise in the near future. With the shifting of the Cotton Green to Mazagaon all goods traffic to Colaba should undoubtedly be stopped and when the purely local traffic is served by electric trams the need for the continuance of a regular railway service beyond Church Gate Station will be very small. It may be hoped that ultimately the line may be altogether removed from Grant Road to Colaba, and may point out in this connection how the Consulting Engineer has in the latter part of his para. 15 (c), VII) at page 31 altogether failed to appreciate the strength of the general public feeling in the matter. The public never have been and never can be reconciled to the nuisance now existing, and the development of the sea face by extensive reclamations as a public park and recreation grounds for the southern part of the City must sooner or later ensue. At present, however, it does not seem possible to propose such a radical measure as the stoppage of the B.B. and C. I. Railway at Grant Road. The suburban traffic to and from the western part of the Island south of that station must be provided for, and it cannot conveniently, as has been proposed by some be centralized at Boree Bunder or any place in the Fort. The Chamber of Commerce have proposed an overhead railway along the line of Queen's Road, but this would probably be worse than the evil it is intended to remove, and which might in a great measure be minimised as mentioned by the Hon'ble Mr. White, by adapting the line for electric working for local traffic. There can, I think, be no doubt that provision must be made to connect the new deep sea pier with the Victoria Terminus, and I would invite attention to Mr. Hall's remarks on this subject. Much as I object to the laying of railway lines across public streets, I am not prepared to say at present that either an overbridge or an overhead railway is necessary. The nuisance of the former, if occurring only a few times in the week, might be more endurable than an overbridge in the vicinity of Fort Street. If, however, trooping arrangements are made at the new pier or direct railway traffic develop to any great extent in that direction, the interruption to traffic by a level-crossing worked as most of these are here, in a somewhat dilatory way, would be intolerable.

4. As regards the reply to question V, I concur with the Hon'ble Mr. White and Mr. Hall, and would remark that as the G. I. P. Railway is now under Government control and the B. B & C. I. Railway soon will be, there need be no difficulty in reconciling their interests.

(To be concluded.)

INDIAN CROP PROSPECTS.

PUNJAB WHEAT.

THE final report on the wheat crop of the Punjab for the year 1904-05 :—

The Season.—The September rains were good to fair in the Delhi and Jullundur Divisions, and in the districts of Gurdaspur, Amritsar and Jhelum. Elsewhere, the rainfall was either deficient or scanty, the Multan Division faring worst. Ample compensation for this indifferent start for the spring harvest was however afforded by light showers in October over the greater part of the Jullundur Division and in Amritsar. Attock and Gujrat followed by an unexpected and unusual fall in the second week of November over the whole of the Province except Amritsar and Lahore. General rain was again recorded in the middle of December; Lahore, Mianwali and Jhang being the only exceptions. These periodical showers were very favourable for late autumn sowings. The winter rains set in early in January, and, at regular intervals of 10 or 12 days, continued up to the middle of March. Further beneficial showers fell in the north of the Punjab at the end of March, April and May have been dry and clear. Summing up, the rainfall conditions were ideal except in a few Central Districts, notably Lahore, Gujranwala, Montgomery and Jhang where there was a distinct shortage in the autumn.

Calamities of Season.—Interest attaches almost exclusively to the abnormally severe frosts which were experienced in the last week of January and first week of February. The wheat received a serious check everywhere. Palpable harm was done to all early sown and advanced crop. It was at once apparent that the extreme south-eastern districts, which were very forward, had suffered irremediable injury. North of these districts where the crop is fairly early, anxiety was felt as to the possibly of recovery, but in the Central, North and Western Punjab where most of the wheat was late sown and low, the general opinion was that the development of the crop had been merely arrested. It was recognised that the outturn would be affected in some degree, but with favourable conditions of rainfall and sunshine it was hoped that an average crop would be harvested. A strong point in favour of the Province was that Punjab wheat is accustomed to frost and is to a certain extent frost-resistant. These anticipations have been fully realised. Good rain fell in February. A long period of cloudy weather and low temperatures lasting up to the end of that month raised grave apprehensions of rust and delayed the recovery of the crop. But all went well in March and April and average yields have been the rule. The only marked failures have been in Delhi and Gurgaon, due to the frost, and in Montgomery, Gujranwala and Jhang, due mainly to scanty rainfall and insufficient river floods. In the northern half of the Punjab outturns have, in many instances been slightly above normal, and there has been a very good crop on the Salt Range plateau. Taking the Province as a whole the effect of the frost has been to retard harvesting by two or three weeks and to turn what would have been a bumper into a 17 or 18 anna crop. But enhanced prices consequent on heavy failures in the United Provinces will probably more than make up for any loss in outturn. Apart from the frost it is only necessary to advert to destructive local hailstorms in April in Sialkot, Attock and Rawalpindi to strong winds in Gujrat, Ferozepore and Gurdaspur; to low floods in Jhang, Montgomery Multan, Muzaffargarh and Dera Ghazi Khan and to the untimely cessation of irrigation canals in the last three of the above-named districts.

Area.—The total area placed under wheat was 7,712,100 acres which is only 0·7 per cent below last year's record area of 7,765,700 acres. This is 13 per cent. above the decennial average. Sowings contracted in the following districts as compared with last year. Montgomery (30 per cent.) Jhang (18 per cent Lahore and Multan (14 per cent.), and Gurgaon (13 per cent.) These variations have been explained in the preceding paragraphs. Noteworthy increases were in Hoshiarpur and Ferozepore (15 per cent.), Attock (14 per cent) and Jullundur (12 per cent.). The excellent November rainfall in the Jullundur Division made it possible to sow large areas which had been under autumn crops.

A 12-anna yield all round is returned by Gurgaon, but the Settlement Officer considers that sufficient allowance has not been made for failures. Delhi also reports a 12-anna outturn. These two districts suffered most from the frost. The neighbouring districts of Rohtak, Hissar and Karnal showing normal outturns on irrigated and 13 anna outturns on unirrigated land. Montgomery with a scanty rainfall throughout and insufficient floods fared worst of all with a 2 anna yield on irrigated and 8 1-2anna on unirrigated land. Gujranwala and Jhang also return 13-anna yields. Outturns which are equal to or slighly above normal are reported from all other districts, the best being in Attock, Rawalpindi, Jhelum and Muzaffargarh. The straw is on the whole average.

Prices.—At Ferozepore wheat opened at 17 seers in May 1904 and feel gradually to 19 seers in June-July when the new grain came on the market, fluctuating between 18 seers in July-August it rose to 16 seers in early September and, but for a slight fall in September-October, remained at 16 seers until early February when, on account of the frost, it rose as high as 14 seers, but ultimately steadied as 15. The opinion of the grain-dealers as to the injury caused by the frost was reflected by the slight effect on prices. Prices followed a similar course at Amritsar, but on a somewhat lower level opening an 19 seers falling as low as 21 seers in June, fluctuating between 17 and 19 from July to February had closing at 17.

Exports.—In consequence of the bumper harvest of 1904 and favourable rates in Europe there was an unprecedented export of 1,133,189 tons during the year, the previous highest being 790,028 tons in 903 and 576 333 tons in 1902.

PUNJAB OILSEEDS.

THE final report on the rabi oilseeds of the Punjab for the year 1904-05, (25 out of 29 districts are dealt with) :—

The Season.—The character of the season has been fully described in the wheat forecast. It was favourable for sowings except in the south-west, where inundation canals stopped running early in the autumn, and river floods were satisfactory, and in a few central districts where the autumn rainfall was deficient. The service frosts of January and February, however, were disastrous to rape, mustard and taramira, except in the extreme north, where the crop is comparatively late. It is probable that no other crop suffered as severely. Toria, which is harvested before the end of January, and which accounts for 20 per cent. of "rabi oilseeds," was of the ground before the advent of the frost.

Area.—The total area sown works out to 1,210,800 acres, which is 13 per cent. more than last year and not much below the record area of 1900-01 amounting to 1,488,000 acres. The most remarkable increases were in Shahpur 165 per cent (due largely, however to canal extension,) Mianwali (69 per cent.), Ferozepore (60 per cent.) Ambala (55 per cent.) Gujrat (65 per cent.) Gurgaon (43 per cent.), Delhi (39 per cent.) Jhelum (37 per cent.) and Hissar (30 per cent.). Several districts exhibit contractions of area, but the only important decrease is in Dera Ghazi Khan (38 per cent.).

Yield.—Almost one-half of the crop was sown in the Delhi Division, Dera Ghazi Khan and Ferozepore, and in none of these districts has the yield exceeded 4 or 5 annas, this being entirely due to the frost. The seed is reported to be small and discoloured and to contain very little oil. Taking important districts for this crop, better results are reported from Jhelum (15 annas) Rawalpindi and Attock (14 annas), Gujrat and Lyallpur (12 annas) and Shahpur (10 annas), Toria was largely sown in some of these districts and, as already remarked, it was reaped before the frost set in. In other districts the crop was young and recovered to some extent. The total yield is estimated at 119,330 tons compared with 159,236 tons in 1903-04. The present estimate is perhaps somewhat excessive, the tendency being not to make sufficient allowance for failures. No satisfactory comparison is possible with the quinquennial and decennial figures, as fewer districts were included in the reports of former years.

HERE, THERE, AND EVERYWHERE.

THE Stockholm newpapers state that a number of students of the high schools there offered their assistance to the municipal authorities during the strike of the scavengers and the streets were cleaned by students. It is reported that many military officers and civil officials intend to form a voluntary scavengers brigade in the event of the continuance of the strike.—Reuter.

Professor Lowell, of Flagstaff, Arizona, reports that the first winter snowstorm in Mars took place on May 19. Snow has fallen over a vast area surrounding the old polar cap.

Mr. Pritchard Morgan, who as Consul General of Korea has taken charge of the Korean Legation for the present, is known as an indefatigable gold seeker, in which capacity he has been chiefly responsible for our only British gold mine. For many years ore has been crushed and the precious metal extracted near Dolgelly, but owing to the scurvy character of the British mining laws the yield doe not pay a dividend. In Australia Mr. Morgan's efforts in this respect were better rewarded.

An agent of the Young Men's Christian Association, says the "Express" correspondent at Tokio, was busy cutting hair for Japanese soldiers at Fengwangcheng, when a curious figure approached. His hair, which had not been cut since before Christmas, was all over his face and ears. Both hands had been wounded by a shell a fortnight before, and as he had not been able to wash his face for five days before he was wounded and naturally hadn't done so since, it was unspeakably dirty. Scissors, soap, and water, however, revealed an unusually fine face.

Miss Marie Corelli has added to the charms of Stratford-on-Avon by importing a gondola made especially for her in Venice. The boat, which is a beautiful piece of work, with handsome carving, was launched, appropriately enough, when the moonlight slept upon the banks of the Avon, the novelist breaking a bottle of champagne against the prow, and naming the craft "The Dream."

Writing to the "Field, A D" says: Whilst a lady and her children were walking on May 4, outside a wood near Bardney, in Lincolnshire, a young squirrel, about 4 in. long, ran up to one of the children, a boy aged six. The child put his hand down to it, and it ran up his arm. It was brought home and fed upon sponge cake soaked in milk, and has become very tame.

Sir Robert Ball, in a lecture to the Irish Literary Society, said it had been his habit and his pleasure for twenty years to take an annual trip round the Irish coast with the Irish Lights Commissioners. He told a story of a mainland doctor whose fee for a visit to Tory Island was £2, payable in advance. It was paid. When he wanted to be ferried back he was told that the charge was—£2, payable in advance!

A correspondent sends to the "Daily News" a probable solution of the Rasch mystery. He says: We have had a very popular novel and a very popular play, "John Chilcote, M. P." Two gentlemen have made a bet, the one that a member of Parliament's double could not go and sit in the House of Commons without being found out, the other that it could. Either the gentleman himself who made the bet or some friend of his has been made up to represent Sir Carne Rasch and has carried the matter through. The bet has been won, and no doubt, paid.

A musical comedy, entitled "The New Police" by Mr. Owen Trevine, the 'nom de guerre' of the Chief Constable of Nottingham, will be produced for the first time at the Theatre Royal, Nottingham, next week appeared in the New South Wales newspapers for teachers for country schools, the salary offered being £72 per annum, at the same time another official advertisement invited applications for the post of temporary manager of a stud pig farm. The salary attached to this office was £100 a year.

So large has the foreign population of East London now become that even the official notices outside the police stations have to be printed in Yiddish as well as English.

The "Vegetarische Warte," a vegetarian journal published at Hamburg, appeals to its readers not to attend Wagner performances, nor play any of the master's music. It describes Richard Wagner as a gross fleshfeeder, and a man who openly ridiculed vegetarian principles.

An Arabic translation of Homer's Iliad has been published at Cairo by Suleiman Vistani, a Mohametan student at Khartoum College. The classic has been enthusiastically received in Moslem circles.

"Le Sport," in the French sense which is not that of English sport, is now to be represented by forty immortals, forming an Academie Sportive, on the lines of the French Academy. The first twenty members, who have been chosen by a vote among readers of a motoring newspaper, will themselves elect the remaining twenty (says the "Telegraph's" Paris correspondent). The list of the sporting immortals appointed by the public voice is enough to show where "le sport" and English sport differ. It comprises eight marquises, including Prince Pierre d'Aronberg, Baron Henry de Rothschild (the doctor); MM. Leon Serpollet and Mors; one novelist, M. Paul Adam; two balloonists, Viscomte Castillon de St. Victor and Comte Henri de la Vaulx but not a single sportsman of the Turf, the hunting field or the shooting covert, and not one leading athlete, cricketer, footballer, swimmer, oarsman, or even golfer.

From a North Dakota paper, "It is reported that one of the fastidious newly-married ladies of Harvey, N. D. kneads bread with her gloves on."

Editorial comment. "The incident may be somewhat peculiar, but there are others. The editor of this paper needs bread with his shoes on, he needs bread with his shirt on; he needs bread with his pants on; and unless some of the delinquent subscribers to this old Rag of Freedom' pay up before long, he will need bread without a——thing on—and North Dakota is not a Garden of Eden either in the winter time."

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WRITERS AND READERS.

THE literary side of a soldier's life is always rich in interest and the memoir which Lord Roberts prefixes to the late Colonel Henderson's posthumous work on The Science of War (Longmans) reveals a man who, from the first, found the pen at least as potent as the sword, certainly in its personal appeal and opportunity. Good at games and everything he undertook, he excelled his fellow-pupils when at [illegible] Grammar School, and won the English prize for an essay on Alexander the Great. He ended there by obtaining a History Scholarship at St. John's, and setting aside the parental hopes in the direction of the Church, he elected for history and war. The year 1882 found him setting out for Egypt, where he was to win his first laurels, and on the voyage out he laid the foundations of much future work by studying Arabic.

It was a year or two later, after marriage, that Henderson conceived the idea of a history of the American War of Secession, the scheme which materialised in the course of years into his "Life of Stonewall Jackson." He read with avidity, says Lord Roberts all military history and 'carefully studied the plans of the great battles of the world. Yet he was no mere bookworm; he is described by those who knew him best as a model company officer." Special studies of various campaigns appeared from his pen; he wrote slowly but incessantly for the "Times" and the "Edinburgh Review"; and it was his passion for work and reading that made him such a success as a lecturer at the Staff College and elsewhere. He was in poor health when he went out to take charge of the Intelligence Department in South Africa, and he went out again, for the sake of his history of the war, but the hand of death was on him. His best epitaph in literature, perhaps, would be a letter he wrote from Cape Town: "I could not have stood waking up every morning and thinking that I was one of the few soldiers who were doing nothing for the country; I should never have felt like a man again." It is only since his death that we have learned how fully aware he was of his approaching end.

By the way, there is another book of military history close at hand. The fascination of Waterloo survives everything in the way of historical essay or strategic exposition but writers on that Titanic theme are not always so happy or so exclusive as Mr. Hyde Kelly, whose book on the Battle of Wavre and Grouchy's Defeat is shortly to be issued by Mr. Murray. As the author remarks, this is an obscure part of the campaign and he has chosen it because the operations leading up to the battle round Wavre are of singular interest and value as object-lessons for the future. Not that Grouchy can be deemed a great soldier, he says; nor can his part of the 1815 campaign be regarded as of prime importance in itself; but as showing the small trifles that mar great plans in their execution, as showing how little a thing will sometimes destroy the grandest conceptions, his operations from the 10th of June to the end of the month are well worthy of attention."

Very few octogenarians have contrived to fill their career with more varied experiences than the Hon. F. Leveson-Gower or have retained so clear a recollection of them all. His "Bygone Years," which Mr. Murray is publishing, the veteran divides into thirteen chapters, some of them dealing with his travels in India, Russia and Spain, and his less exciting divagations in society and the House of Commons. And there are touches of a characteristic frankness and modesty in the preface as well as a remark of value to the psychologists. It is curious how uncertain memory becomes at an advanced age. Whilst I remember a number of unimportant events, I find it difficult to call to mind broad outlines of my life. Fortunately, it is the marginalia of life which are the really important part of a book of memoirs like this.

To-morrow the Oxford University Press issue the first volume of Professor Saintebury's anthology of the Minor Poets of the Caroline Period and in his scholarly introduction the editor point out that the example given illustrate two interesting points of our literary history of criticism. In the first place they show a definite species of the General class of verse narrative; and in the second they supply an important link in the history and development of the form of romance which was to lay the foundation of the heroic novel. The poets he selects are William Chamberlayne; Edward Benlowes, Katherine Philips, and Patrick Hannay, all of them worthies forgotten by the average student, even of the pleasanter walks of literature.

Since the Kelmscott Press went out of existence there have been many younger presses to take up its traditions, if not its place in the production of fine literature with the vesture of fine workmanship. The Dove and Vale Press in England, and the Mosher and Elbert Hubbard Presses in America are all turning out meritorious work; and the Dun Emer Press, at Dundrum, in the County Dublin, is now doing similar service so far as Ireland is concerned. After a lapse of a century or more, it is a pleasure to find the sister isle so kindly disposed to fine printing, with a clear refined, and normal type impressed with pure ink on unbleached linen paper. Dr. Douglas Hyde's Love Songs of Connacht the poems of Lionel Johnson, and various works by Mr. Yeats and A. E. have all proved successes; and these are to be followed more or less immediately by Mr. Yeats's Stories of Red Hanrahan, Essays, by John Eglington, a selection from the poems of William Allingham, and Lady Gregory's Book of Saints and Wonders.

Of the new volumes of "The Story of Exploration," which Messrs. Lawrence and Bullen are to publish, one which appears at the end of the month deals with "The St. Lawrence Basin and Its Borderlands." It is written by Dr. S. E. Dawson, the King's Printer at Ottawa and author of many well-known books on Canadian geography, and the book comes appropriately at a time when all Canadians will be honouring the memory of Jacques Cartier the corsair discoverer of the St. Lawrence. "The Siege of the South Pole, by Dr. R. H. Mill, will be the fifth volume of the same series. Much that has been interesting in the early efforts of South Polar explorers has been forgotten or mis-stated, and the author has collected a good deal of material which has not been published previously. Several of the portraits which form a special feature of the illustrations have not appeared before.

Two novels from Mr. Fisher Unwin are due within the next fortnight. Mrs. Craigie's new novel, The Fute of Pan will be published on June 5. An American edition is being issued simultaneously with the English by Messrs. Appleton, the New York publishers of Mrs. Craigie's previous books; a large edition is being printed for the Colonies, and another large edition for the Continent of Europe; while a French translation is being prepared by Mr. J. H. Rosny, the well-known novelist. Mr. Barry Pain's story, The Memoirs of Constantine Dix, will appear on Monday. Constantine Dix, is a wealthy philanthropist, and takes a great interest in the reclamation of the lower classes but the book shows his real life to be in startling contrast to the outward respectability and philanthropy which mask it.

The present feverish age does not conduce to the pursuance of great themes to a finish, and the perseverance and triumph of Herbert Spencer have few analogues among modern romancers and poets. The Russian author, Dimitry de Merejowsky, who is among the chief favourites in France since the death of Turgueniev, has just completed the trilogy which began a few years ago with Death of the Gods, and developed in the shape of a work entitled The Romance of Leonardo da Vinci. The new volume is to be in two parts under the general title of Pierre et Alexius, and deals with the tragedy of Peter the Great and his ill-fated son.

In La Bayadere, of M. Henry Gauthier-Villars, Robbert de Coursan, the typical jeune premier, is brought up in Paris by the instructions of a rich Madras merchant, and has reached the romantic age of twenty before visiting his benefactor's country. He finds that he is the descendant of a French general who tried to carry on the work of Dupleix after the latter's disgrace, and that he is pledged in advance to rescue the natives from the oppressive yoke of England. Some very unconvincing advantures of the Jules Verne or Mayne Reid type follow, and he is literally bitten by the Bayadere—who is also a vampire—just as he is about to lead the combined armies of the Hindu kings to victory against the hated Company. This little accident causes the scene to change to the Paris of Louis Philippe whither comes the vampire, this time disguised as a Russian princess. Robert is by this time cured mostly through the ministrations of the guardian of his youth who is a doctor with influence in the Rue de Jerusalem and he has a no less forcible ally in the Queen of All India, who fell in love with him at first sight, and visits Paris to nurse him. Hence, when the vampire again tries to get hold of her victim she is most dramatically foiled by the Queen and the doctor, and dies of the bite of a cobra casually found wandering about her gilded saloons. The epilogue tells us that there is a happy valley in India where reign the Queen and her warrior husband waiting for the time when the signal shall arrive for the swarming millions of Hindostan to rise against their English oppressors. The book seems to be the essay-piece of a young hand.

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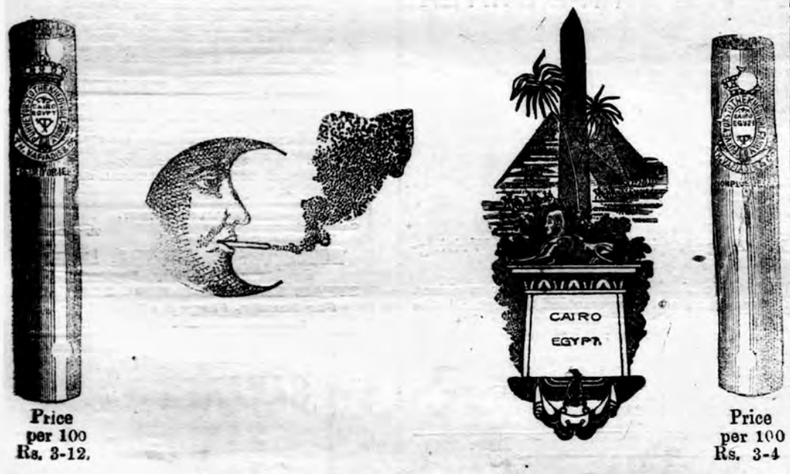

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